TRANSPORT DEVELOPMENT INVENTORY REPORT

TransBaltic - Task 3.1

2010 Edition

TransBaltic - Task 3.1
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by the European Union
(European Regional Development Fund)

Baltic Sea Region
Programme 2007–2013

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INTRODUCTION – BACKGROUND AND PURPOSE OF TASK

The task is dedicated to the positioning of the project in the environment of completed and ongoing transport and regional development initiatives, including corridor projects. It requires a stock taking of relevant transport development concepts, strategies and transport development projects (transnational BSR, North Sea and Northern Periphery programmes, MoS, Marco Polo and Sixth/Seventh Framework Programmes – FP6 and 7), which have addressed pan-Baltic and transborder flows or are in other respects regarded as relevant for supporting the objectives of the TransBaltic project. Setting a project's point of departure would also entail a brief analysis of BSR implications of European and national level policies and strategies, especially those that are in the course of revision (e.g. TEN-T guidelines). Further, it is necessary to identify ongoing transport initiatives to decide on the practical role of TransBaltic as an umbrella over individual corridor projects, on the division of labour in the investigation activities and cooperation method in accumulating outcomes of the cooperating projects at the pan-Baltic level.

This report is the first edition of the Transport Development Inventory. The inventory is supposed to be a "living" document - undergoing periodic updates according to relevant developments (e.g policies, plans and projects) as they evolve.

1.1 Some precautions

The first edition of the inventory report is not including national transport policies and investments plans because it has not yet been possible to compile this material in a complete and harmonised manner. The intention is however to include national transport policies and investments plans in future editions of the inventory report.

Furthermore, this edition has not been able to fully analyze the significance of the existing material for the TransBaltic project. This task will be further elaborated in later versions.

Future editions will also take into consideration the work / results of task 3.2 and 3.3 on forecasts and scenarios, as well as the TEN-T funded study Baltic Transport Outlook.

Finally, the analysis of transport flows, policies and investment plans in Russia, Belarus and the Far East is addressed in a separate report by Yury Scherbanin. The main findings of this report and the inventory report will be integrated in an upcoming report from WP3.

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2.

RELEVANT EU TRANSPORT POLICY DEVELOPMENTS

Over the last few years the European Commission has issued a series of communications, packages and strategies relating to over all transport policies and freight transport. This chapter is summarizing this material with links to the full documents.

2.1 Future of Transport (June 2009)

Approaching the end of the ten-year period covered by the 2001 White Paper, it is time to look further ahead and define a vision for the future of transport. The first 'milestone' in this exercise was reached with the Communication on the Future on Transport, adopted by the Commission on 17th June 2009. The Communication is at the same time a strategy document – summarising the results of the reflection carried out in recent months – and a consultation document – aiming at identifying policy options to be tested and eventually included in the next White Paper in 2010

Link to summary
http://ec.europa.eu/transport/strategies/doc/2009_future_of_transport/2009_citizens_summary_future_of_transport_policy_en.pdf
Link to full report
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2009:0279:FIN:EN:PDF

2.2 Maritime transport strategy 2018 (January 2009)

In this Communication the Commission presents the main strategic objectives for the European maritime transport system up to 2018. The Strategy identifies key areas where action by the EU will strengthen the competitiveness of the sector while enhancing its environmental performance.

While the Communication looks at the long term (10-years) horizon, the current economic context and the characteristics of shipping market cycles have been taken into account. It is set in the broader context of the EU Transport Policy, but also aims at supporting other relevant policies, in particular the EU's integrated maritime policy.

In broad terms, the strategic goals and recommendations of the Commission Communication refer to two main issues:

- The ability of the maritime transport sector to provide cost-efficient maritime transport services adapted to the needs of sustainable economic growth of the EU and world economies and

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- The long-term competitiveness of the EU shipping sector, enhancing its capacity to generate value and employment in the EU, both directly and indirectly, through the whole cluster of maritime industries.

The Communication itself is divided into six chapters: (i.) shipping trends & business conditions, (ii.) human resources, (iii.) quality shipping, (iv.) international scene, (v.) short-sea shipping and (vi.) research and innovation.

Link

http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2009:0008:FIN:EN:PDF

2.3 The Greening transport package (July 2008)

With this package the Commission aims to move transport further towards sustainability. This three-pronged proposed Commission package seeks to steer the European transport sector towards enhanced sustainability. It includes a strategy to ensure that the prices of transport better reflect their real cost to society in terms of environmental damage and congestion; a proposal to enable Member States to help make this happen through more efficient and greener road tolls for lorries; and a proposal for reducing noise pollution from rail freight.

The package has five parts:

- Greening Transport Communication: summarises the whole package and sets out what new initiatives the Commission will take in this field until the end of 2009.
- Greening Transport Inventory: describes the large amount of EU action already taken to green transport and on which this package builds.
- Strategy to Internalise the External Costs of Transport: focuses on making transport prices better reflect their real cost to society so that environmental damage and congestion can be reduced while boosting the efficiency of transport and ultimately the economy as a whole.
- Proposal for a Directive on road tolls for lorries: would enable Member States to reduce environmental damage and congestion through more efficient and greener road tolls for lorries. Revenue from the tolls would be used to reduce environmental impacts and cut congestion.
- Rail Transport and Interoperability communication: sets out how to reduce the perceived noise from existing rail freight trains by 50% and the measures the Commission and other stakeholders will need to take in the future to achieve this.

Link

http://ec.europa.eu/transport/strategies/2008_greening_transport_en.htm

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2.4 Maritime transport space without barriers

The European maritime transport space without barriers is a concept which extends the Internal Market wider to intra-EU maritime transport through the elimination or the simplification of administrative procedures in intra-EU maritime transport, in order to enhance its attractiveness and reinforce its efficiency and competitiveness, and contribute to a higher protection of environment.

To implement this concept, the Commission identified a series of measures, which are described in the parallel Communication "establishing an EU Maritime Transport Space without barriers". Those measures are:

- Elimination of systematic controls and documentary requests by Customs for goods carried by sea between EU ports in line with inland transport. The measure will require a modification of the implementing provision of the Community customs code early in 2009 and should be in force by 2010.
- Concerning the legislation on veterinary and phytosanitary products, guidelines should be adopted in 2009 in order to speed up the documentary checks in Directives 89/662/EEC , 90/425/EEC and 2000/29/EC .
- Rationalisation of vessel-related and goods-related reporting and forms required by Directives 2002/6/EC (formalities for vessels at the arrival/departure of ports), 2000/59/EC (waste and residue reception), 2002/59/EC (vessel monitoring) and Regulation (EC) N° 725/2004 (maritime security) through a proposal for a directive of the European Parliament and the Council attached to the Communication.
- Further enabling measures would also need to be implemented, namely:
- Examining the possibility to grant facilitation to ships sailing between Community ports but making a call in a port located in a third country or a free zone;
- Enhancing the electronic transmission of administrative data through the deployment of e-maritime systems;
- Setting-up an administrative single window;
- Evaluating the feasibility to recognise the equivalence of maritime rules and rules for road/rail for the carriage of dangerous goods in view to facilitate intermodal transport.

In addition, recommendations should be given that Member States implement further enabling measures, each time the local conditions permit to do it in an efficient manner, namely:

- To coordinate the inspections carried out in the ports by the various administrative services;
- To extend the scope of Pilot Exemption Certificates;

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- To facilitate administrative communication;
- To create areas in ports dedicated to Short Sea Shipping where that can facilitate the operations for this mode.

The administrative simplification is expected to reduce costs for undertakings and to induce a significant modal shift from land to short sea shipping which will bring environment benefits and reduce energy consumption and greenhouse gases emissions. The benefits for undertakings have been estimated at 2.4 billion €, which is probably an underestimated figure as it does not take into account the effect of modal shift.

2.5 Logistics: Keep freight moving (October 2007)

This includes a series of measures proposed by the European Commission to promote the freight transport logistics, make rail freight more competitive, create a framework which will allow European ports to attract investment for their modernisation, put maritime freight transport on an equal footing with other transport modes and review progress made in developing Motorways of the Sea.

Link

http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2007:0606:FIN:EN:PDF

The different reports in the package:

- **Freight-Oriented Railway Network**

Communication from the Commission -

Towards a rail network giving priority to freight [COM(2007)608]

Annex to the Communication [198 KB] .[SEC(2007)1322] [198 KB] .

Summary Impact Assessment [SEC(2007)1325] [962 KB] .

Communication from the Commission - Monitoring development of the rail market [COM(2007)609]

Annex to the Communication [SEC(2007)1323] [907 KB]

- **Ports Policy**

Communication from the Commission on European Ports Policy [COM(2007)616]

Summary Impact Assessment [SEC(2007)1340] [226 KB] .

Full Impact Assessment [SEC(2007)1339] [548 KB]

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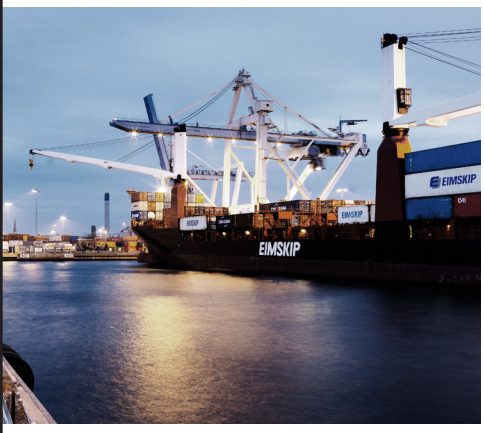
- **Maritime and Short Sea-Shipping**



Report on the Motorways of the Sea -

State of play and consultation [SEC(2007)1367] [191 KB]

Results of the Internet consultation on the Motorways of the Sea [39 KB]

Consultation on a European maritime transport space without barriers

reinforcing the internal market for intra-European maritime transport [56 KB]

Results of the Internet consultation on a European maritime transport space without barriers reinforcing the internal market for intra-European maritime transport [44 KB]

2.6 Upcoming regulations to cut sulphur and GHG emissions from shipping

An upcoming IMO regulation to cut sulphur (0,1%) and other greenhouse gas emissions in shipping, coming into force in 2015, will not only raise operating costs for the fleet of European shortsea ro-ro vessels, but also change supply chain logistics and push cargo back on to roads, a DVB Group study concludes.

Under the new regulations, sulphur fuel content used by ships in the Baltic Sea, North Sea and English Channel regions falls from 1.5% to 1% on July 1, and 0.1% from January 1, 2015. In international waters, sulphur content falls from 4.5% to 3.5% by 2012 and 0.5% from 2020. Fuel costs comprise about 36% of ro-ro operating costs based on a Finnish government study conducted last year. The same study also found that fuel costs for ro-ros operating in the Baltic Sea region would rise by 54%, and total operating costs by 25% using more expensive fuels.

Source: Lloyd's List 9 June
http://www.lloydslistintelligence.com/llint/article-search.htm

2.7 European Qualifications framework (EQF)

The European Qualifications Framework (EQF), adopted by the European Parliament and Council on 23 April 2008 acts as a translation device to make national qualifications more readable across Europe, promoting workers' and learners' mobility between countries and facilitating their lifelong learning.
The EQF will relate different countries' national qualifications systems to a common European reference framework. Individuals and employers will be able to use the EQF to better understand and compare the qualifications levels of different countries and different education and training systems.
The EQF encourages countries to relate their qualifications systems or frameworks to the

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EQF by 2010 and to ensure that all new qualifications issued from 2012 carry a reference to the appropriate EQF level.

The core of the EQF are eight reference levels describing what a learner knows, understands and is able to do – 'learning outcomes'. Levels of national qualifications will be placed at one of the central reference levels, ranging from basic (Level 1) to advanced (Level 8). It will therefore enable much easier comparison between national qualifications and should also mean that people do not have to repeat learning if they move to another country.

The EQF applies to all types of education, training and qualifications, from school education to academic, professional and vocational. The system shifts the focus from the traditional approach which emphasises 'learning inputs' such as the length of a learning experience, or type of institution. It also encourages lifelong learning by promoting the validation of non-formal and informal learning.

Documents

- Recommendation of the European Parliament and of the Council (April 2008) on the establishment of the European Qualifications Framework for lifelong learning
  bg cs da de el en es et fi fr hu it lt lv mt nl pl pt ro sk sl sv

- Recommendation of the European Parliament and of the Council (April 2008) on the establishment of the European Qualifications Framework for lifelong learning (brochure)
  bg cs da de el en es et fi fr ga hu it lt lv mt nl pl pt sk sl sv

- Explaining the European Qualifications Framework for Lifelong Learning (brochure)
  bg cs da de el en es et fi fr ga hu it lt lv mt nl pl pt ro sk sl sv

- The European Qualifications Framework for Lifelong Learning (leaflet)
  bg cs da de el en es et fi fr ga hu it lt lv mt nl pl pt sk sl sv

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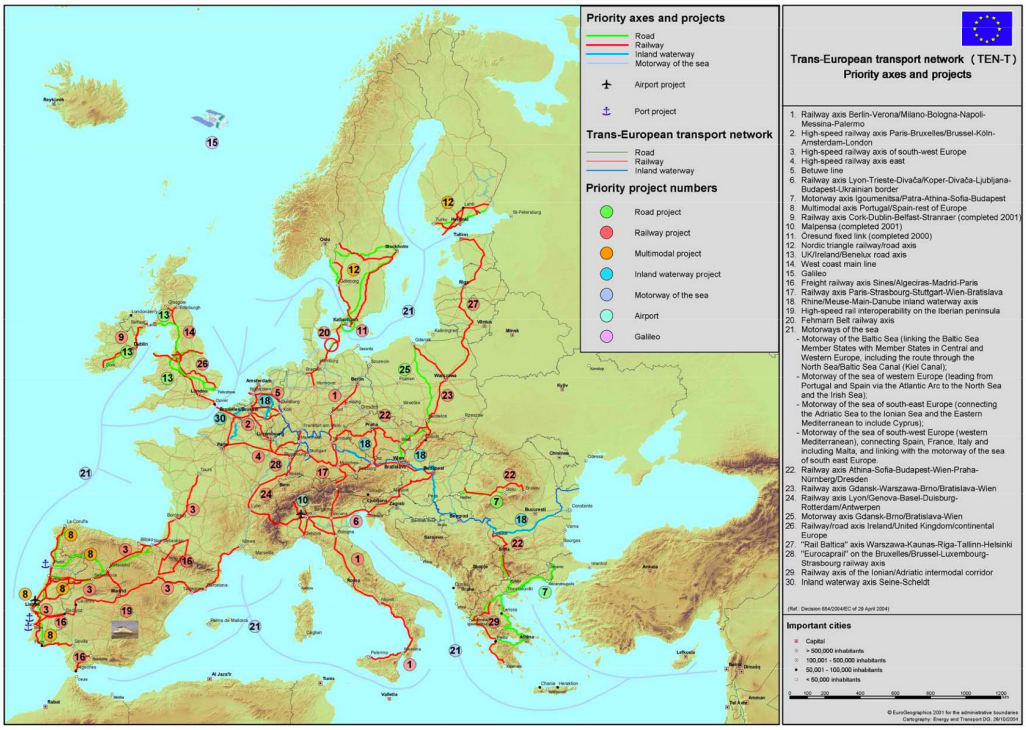
2.8 Trans-European Transport Networks – TEN-T

http://ec.europa.eu/transport/infrastructure/basis_networks/basis_networks_en.htm



Establishing an efficient trans-European transport network (TEN-T) is a key element in the relaunched Lisbon strategy for competitiveness and employment in Europe. If Europe is to fulfil its economic and social potential, it is essential to build the missing links and remove the bottlenecks in our transport infrastructure, as well as to ensure the sustainability of our transport networks into the future. Furthermore, it integrates environmental protection requirements with a view to promoting sustainable development.

In view of the growth in traffic between Member States, expected to double by 2020, the investment required to complete and modernise a true trans-European network in the enlarged EU amounts to some € 500 billion from 2007 to 2020, out of which € 270 billion for the priority axis and projects. Given the scale of the investment required, it is necessary to prioritise projects, in close collaboration with national governments, and to ensure effective European coordination.

The European Community is supporting the TEN-T implementation by several Community financial instruments and by loans from the European Investment Bank.

Grants, in particular under the TEN-T budget line and the Cohesion and European Development Funds, play a major role in both project preparation and implementation phases. Grants are allocated to studies (from feasibility studies to comprehensive technical or environmental studies and costly geological explorations), helping to overcome early stage project difficulties, and to the works phase. A key issue for the future in relation to the implementation of the TEN-T policy is to rationalise the allocation of grants and to link it to the projects' European added value so as to ensure the best value for Community money.

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2.8.1 TEN-T policy review

The Commission has initiated a broad review process of the trans-European transport network policy (TEN-T). It considers future political and economical challenges such as the achievement of climate change objectives, further economic growth, economic and social cohesion as well as the strengthening of Europe's international role. Based on 15 years of experience with the TEN-T policy and in the light of the new challenges, the Commission sets objectives and proposes options for the future TEN-T development. The Commission foresees, as a major legislative proposal to follow, a revision of the TEN-T Guidelines

The TEN-T policy review is also linked to the preparation of the White Paper for future transport policy. The White Paper will lay out the Common Transport Policy (CTP) and the general aspects of the future TEN-T policy.

The European Commission opened the trans-European transport network (TEN-T) policy review on 4 February 2009 by publishing a Green Paper (COM (2009) 44 final), which takes stock of the implications for TEN-T of the recent EU enlargement and the challenges posed by climate change. This general debate on the future of TEN-T policy is being carried out at the same time as the development of the EU common transport policy from 2010 onwards.

The public consultation (4 February – 30 April 2009) generated a high level of participationfrom those with a stake in TEN-T development. After completing the public consultation on the TEN-T Green Paper, the Commission published a Summary Report dated 31 July 2009, summarising more than 300 contributions.

The largely preferred TEN-T planning approach would be characterized as follows: While maintaining the fairly dense rail, road, inland waterways, ports and airports networks, which constitute the **"comprehensive network"** as the basic layer of the TEN-T and are, in large part, derived from the corresponding national networks, the **"core network"** would overlay the "comprehensive" network and give expression to a genuine European planning perspective focused on bringing about a systemic improvement in the transport system's resource efficiency and a significant overall reduction of greenhouse gas (GHG) emissions from transport. The "core network" would include axes and nodes of vital importance for transport flows within the internal market and between the EU, its neighbours and other parts of the world. It would also support the economic, social, and territorial cohesion of the European Union. It would provide, for all transport modes and across the modes, the necessary infrastructure basis for the achievement of common transport policy objectives required to match the "Europe 2020" and decarbonisation agendas. The "core network" should not be understood as a network that covers only the geographical core of the Community, but rather as the part of the TEN-T on which the various instruments, financial and non-financial, would be concentrated so as to ensure its effective completion.

Link to Green Paper:
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2009:0044:FIN:EN:PDF

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Responses and reports on the Green Paper:

Summary report on the Green Paper [262 KB]

Council Conclusions of 11 June 2009

European Parliament resolution of 22 April 2009

Opinion of the European Economic and Social Committee on the Green Paper: TEN-T: A policy review. Towards a better integrated trans-European transport network at the service of the common transport policy COM(2009) 44 final

Opinion of the Committee of the Regions of 7 October 2009

Consultation on the Future Trans-European Transport Network, Consultation period : 04/05/2010 - 15/09/2010

The objective of the consultation

With the Green Paper on the future development of the trans-European transport network, published in February 2009, the Commission had launched a review of the TEN-T policy. The proposed concept of a dual layer planning approach with a "core network" as the top layer of the TEN-T was supported by the majority of stakeholders, as well as the EU institutions and consultative bodies. Based on these reactions, and also drawing on the work of six expert groups dealing with specific issues of TEN-T planning and implementation[1], the Commission has elaborated a proposal for a new methodology for TEN-T planning. In this context, the Commission has also further developed its reflections on financial and non-financial instruments for TEN-T implementation.

The Commission Working Document "Consultation on the future trans-European transport network policy", which includes as main elements this proposed planning methodology and some ideas on how to enhance the effectiveness of instruments for TEN-T implementation, invites stakeholders to express their views and constitutes the second important milestone of the TEN-T policy review process. The consultation questions concern the principles and criteria for designing the core network, the contribution of supplementary infrastructure measures, the role of TEN-T planning for the EU 2020 objectives, as well as ways of better coordinating different funding sources (EU, national, private).

Planning the comprehensive network

As in the past, the future Comprehensive Network should ensure accessibility of and access to the core network, and contribute to the internal cohesion of the Union and the effective implementation of the internal market.

Planning the core network

The core network will be made up of nodes and links of the highest strategic and economic importance throughout the EU. It will cover all modes of transport, include intelligent transport systems and provide, in a sufficiently flexible way, further infrastructural elements which are an indispensable basis for the achievement of various policy objectives in the transport and other sectors. It will, not least, be important to link East and West, old

1 The expert groups comprise 1)the development of a methodology for the geographical part of the network; 2) the integration of transport and TEN-T policy; 3) Intelligent transport systems and new technologies as an integral part of the future TEN-T; 4) Connection of TEN-T with third countries, 5) financing and financial instruments, 6) legal issues and non-financial instruments

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and new Member States. The main nodes determining the basic structure of the network configuration will be:

- The biggest or most important nodes, such as Member states capitals, other cities or agglomerations of supra-regional importance in administration, economy, social and cultural life and transport;
- Gateway ports, intercontinental hub ports and airports, connecting the EU with the outside world, and the most important inland ports and freight terminals.
- On behalf of DG Move, the European Sea Port Organisation (ESPO) has preliminary identified clusters of potential gateway ports & hubs to be included in a future core network. These include amongst others (list is not complete): Tallin, Gdansk, Helsinki, Copenhagen & Malmö, Hamburg & Bremen, Rotterdam & Antwerp, South England ports, Le Havre, Valencia & Barcelona, Genova, Trieste, Constance & Varna.

Smaller or less important cities, airports, freight terminals etc. will be intermediate nodes which, when integrated into the network, define their routing in detail.

The future TEN-T should be linked – in a more strategic way – with key infrastructure in third countries.

Planning a core network is not meant to initiate a new infrastructure programme of immense scope neither: ensuring continuity for ongoing projects, giving due attention to the removal of key bottlenecks and building largely on existing infrastructure, it aims at becoming the basis for an efficient, less carbon intensive, safe and secure transport system. In shaping the network configuration, based on a geographical approach, a number of criteria will need to be taken into account, such as spatial integration and cohesion effects, internal market needs, external and global trade flows, passenger and freight traffic and customers' needs, inter-connectivity and multimodality of the network, environmental and climate change issues

According to DG Move officials, future projects should be allowed to be developed top – down.

Meeting of CPMR Working Group on TEN-T revision, Zaragoza, 7 June

The main aim of the meeting was to prepare a CPMR contribution to the ongoing EU consultation on the TEN-T, as well as to explore the geographical dimension of the TEN-T. Both the Baltic Sea Commission and the North Sea Commission were represented and presented their priorities.

See link to presentations and papers here:
http://www.crpm.org/en/index.php?act=6,1,2,199

TEN-T Days in Zaragoza, 8 - 9 June

The European Commission together with the Spanish Presidency organised -in Zaragoza on 8 and 9 June 2010- the Ministerial and stakeholder conference 'TEN-T Days 2010: Trans-European Transport Networks – drawing up the EU Core-Network' for an integrated, efficient and environmentally friendly European transport system.

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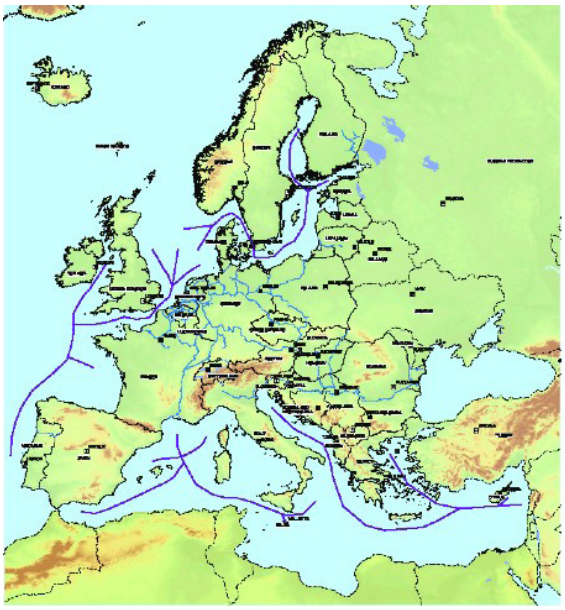
The main aim of the Conference was to allow Ministers and stakeholders to identify, on the basis of a consultation document from the European Commission, the key elements of the methodology to draw up the future TEN-T planning and implementation framework. Ministers and stakeholders also explored how EU financial instruments can be mobilised more effectively as part of a consistent funding strategy, that pulls together EU and national, public and private funding.

See links to conference documents:
https://www.ten-t-days-2010-zaragoza.eu/26.0.html

The way ahead
Draft TEN-T guidelines are expected in April – May 2011.

2.8.2 Motorways of the Seas (MoS) developments



Call for MoS projects in the Baltic Sea Ara 2009 - 2013
A call for proposals concerning Motorways of the Sea projects in the Baltic Sea area 2009 – 2013 was opened on 25 November 2009.

Available amounts
The total indicative amount allocated to Motorways of the Sea projects by the European Commission4 is € 310 million. The indicative amounts still allocated for the upcoming years are set out in the table below:

Funding Year Indicative Amount (m€)
2009: 85
2010: 100
2011: 50
2012: 25

The objective of this call for proposal is to contribute to the development of the trans-European transport network by inviting consortia bringing together at least ports and maritime transport operators to prepare and submit Motorways of the Sea project proposals in the Baltic Sea area. Consortium partners can be ports, shipping companies, terminal operators, road hauliers, rail operators, logistics firms, ship brokers, financial institutions, local and/or regional public authorities and infrastructure owners although this list should not be considered definitive.
Partnership of both public and private partners in the consortia is worth aiming at.

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Start up aid for shipping lines cannot be included in the project proposals submitted under this open call. Start-up aid for shipping lines could be subject of a parallel project proposal under the Marco Polo II programme of the European Commission.
The proposed Motorways of the Sea projects should be of European interest and should focus on the development of infrastructure and facilities throughout the transport corridor. The aim is to facilitate smoother integration of short sea shipping in the logistic chain, improve environmental performance, reduce congestion, streamlining freight flows, facilitating an efficient exchange of information and the interoperability of the different elements and modes in the transport chain to favour co-modality8, coherent traffic quality and logistic chain integration.

Projects shall be jointly submitted by partners in at least two Member States and include infrastructure and facilities in at least one Member State. Participation of partners from EU Member States as well as neighbouring third countries in proposals is welcome. Only infrastructure and facilities in the EU Member States are eligible for co-financing.

Only seaports with a total annual traffic volume of not less than 1,5 million tonnes of freight or 200 000 passengers are eligible for co-financing (Category A). Unless it is an impossibility they must be connected with the overland elements of the trans-European transport network and therefore play a major role in international maritime transport. Port clusters or groups of ports can participate in consortia.

Review and Analysis of Motorways of the Sea Policy in Europe – report from StratMoS project under the Interreg North Sea Region Programme

Napier University in Edinburgh has prepared a report on “Reviews and analyses Motorways of the Sea (MoS) policy in Europe”. There are a number of MoS policy and funding initiatives underway, at EU and at national levels. The reports reviews the different MoS policy approaches and their development in the EU, and consider the varying levels of public

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financial support available at EU level under the different programmes. The report then considers examples of Member State funding schemes intended to further develop MoS service.s It reviews the basic principles of MoS as an economic concept, and the process for securing funding for what are private transport infrastructure initiatives (i.e. MoS). The findings, reflecting on the policy development process, suggest possible ways to re-consider MoS initiatives and interventions in future in order to bring about sustainable and timely MoS solutions, to help overcome the challenge of road freight transport and in particular to address the ongoing pricing differences between land and sea transport infrastructure, and meet EU environmental commitments. Findings suggest a simpler approach may be preferable to extend MoS more fully throughput the EU, one which is amenable (and understandable) to both users and service providers, and takes account of the ongoing disparities relating to public funding of transport infrastructure in general.

Conclusions

The present EU and National approaches to develop MoS services as an alternative to road transport are regarded as rather cumbersome and bureaucratic policy mechanism, at least from an industry perspective. There seems to be too many policy documents produced, too frequently, and hence reflecting a constantly changing situation. It is difficult for industry to function effectively in such an environment, and it is difficult to follow such a vast and fluid paper trail.

That there still even today exists an uneven playing field between road and sea transport. Indeed, there appears to be a degree of naivety amongst policy makers in that State and supra-national State entities still expect private industry to provide MoS platforms as an alternative to state-funded roadways (and railways).

A complex funding application process involving the need to comply with a veritable multitude of (ever changing) conditions does not help matters. The recent large-scale oversubscription of Marco Polo applications tends to suggest, in the midst of rejection of many good MoS initiatives, that funding could become in practice a bit of a lottery. The Port A category condition constitutes another weakness and should be removed.

The need for at least two Member States to support any TEN-T MoS application, also involving extensive criteria and conditions for project evaluation, likewise reflects a complex process for a TEN-T MoS applicant.

The Community funds available for MoS initiatives, whether via Marco Polo or TEN-T, appear wholly inadequate relative to ongoing road investment in the EU, which continues to amount to several hundreds of €billions per annum. Marco Polo now attracts too many applications for too little funding.

Member State involvement and support for MoS nevertheless seems to be positive and pro-active in some isolated examples, notably in Spain, France, and Italy. The Commission could request other Member States to develop similar pro-active MoS strategies (e.g. tenders supported by sufficient national financial aid to counteract distortions) to kick-start the MoS

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process elsewhere in the EU, although efforts need to be made to minimise the amount of effort and uncertainty relating to applications, and to avoid discouraging potential services.

A superior, simpler and fairer policy mechanism could be to focus on the internalisation of external costs for road transport, aiming at greater cost recovery of infrastructure costs through user charging mechanisms. This could help counteract the still substantial user cost gap between road and sea transport.

In addition, the Italian Ecobonus, see: http://www.snav.it/en/freight-service/ecobonus.html appears a simple (tariff rebate) user-friendly incentive scheme that truckers and service providers can easily understand. This scheme could also easily apply to any MoS service provider on corridors that qualify as MoS.

TransBaltic seminar on MoS in Sopot 11 May 2010
Updates on recent MoS developments were also given at the TransBaltic MoS seminar in Sopot on 11 May, see:
http://www.transbaltic.eu/about/meeting-material/motorways-of-the-sea-seminar-sopot/

3.

TEN-T PROJECTS OF RELEVANCE TO THE BSR

Priority projects related to the BSR

See link to the TEN-T Executive Agency, containing information on all projects.
http://tentea.ec.europa.eu/en/home.htm

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The Nordic Triangle transport (12)

The Nordic Triangle transport corridor links the Nordic countries of Sweden and Finland and their respective capitals to each other and improves passenger and freight transport from the region to central Europe, the Baltic countries and Russia.This multimodal scheme involves upgrading road, rail and maritime infrastructures in Sweden and Finland in order to improve transport links between the Øresund fixed link, (Priority project No 11), Stockholm, Oslo, Turku, Helsinki and the Finnish-Russian border.

Railway axis Fehmarn belt (20)

This axis is an extension of the Øresund crossing (Priority Project 11) and the Nordic triangle road and rail links (Priority Project 12) and is a key component in the main north-south route connecting central Europe and the Nordic countries. It will involve the construction of a bridge or a tunnel in order to form a fixed road and rail link, spanning the 19 km wide Fehmarn Strait between Germany and Denmark, as well as improvements to related rail links in Denmark and Germany. The project will provide an alternative for the ferry link between Rødby, Denmark and Puttgarden, Germany. It is expected to stimulate economic development in the Baltic Sea regions of Denmark and Germany, especially in the cross-border areas close to the link. Once completed, it aims to attract passenger and freight traffic estimated at 3.3 million vehicles and 30-35 thousand trains a year, helping to relieve congestion on the Great Belt route across Denmark, in particular on the rail network.

Railway axis Gdansk - Warszawa - Brno / Bratislava - Wien (23)

Priority Project 23 consists of the modernisation of the two-branch railway axis between Gdansk, Poland and Brno, Czech Repblic with Nove Mesto and Vahom in Slovakia. This is an important north-south corridor in central-Europe with significant traffic both for freight and passengers. Its western branch passes through Brno, the second city of the Czech Republic, on its way to Vienna, while its eastern branch passes through Zilina, a city of growing importance regarding automotive production in Slovakia, to the country's capital Bratislava.

The works will reinforce the attractiveness of rail, enabling a modal shift from road to rail and increasing therefore its market share. The project also includes the construction of an access link to the port of Gdansk.

Motorway axis Gdansk - Brno / Bratislava - Vienna (25)

Priority Project 25 is the construction of a motorway linking Gdansk, Poland to the Czech Republic and Slovakia. Works are due to be completed in the current 2007-2013 period. However, numerous environmentally sensitive areas are impacted by the project, which are likely to slow down its progress.

In Poland, the works on motorway A1 (Gdañsk - Katowiçe) are due to be completed by 2012 - just in time for the Euro 2012 football championships.

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Some stretches of the road are already in service: Gdansk-Tcszew, Tuszyn-Piotrkow Trybulnaski and Czsetochowa-Katowice. Works are on going on the rest of the axis with the exception of sections Grudziaz-Tuszyn and Katowice-Biesko Biala, for which works are due to start in 2009.

Rail Baltica" axis: Warsaw-Kaunas-Riga-Tallinn-Helsinki (27)

"Rail Baltica" will link Estonia, Latvia, Lithuania and Poland, as well as Finland via rail ferry. The project will provide the only rail connection between these countries and will act as a crucial link between the Baltic region and the rest of the EU. Rail Baltica will also provide an interface between the European standard gauge track used throughout most of Europe, including Poland, and the broad gauge track used in the Baltic countries and neighbouring countries, most notably Russia. It can also offer an important trade route between the EU and Russia. A feasibility study revealed that the project would principally benefit rail freight.

Regular reporting on the progress of this project has been made available through the annual activity reports of the European Coordinator, Mr Pavel Telicka.

Motorways of the Sea (MoS) applications approved under the TEN-T

Esbjerg – Zeebrugge (5,3 MEUR)

The maritime link between Esbjerg, Denmark and Zeebrugge, Belgium, in service since 2005, has provided an intermodal alternative to truck transport between Denmark and the Benelux countries.

This project will be further developed into a Benelux-Scandinavia shortsea bridge. The upgrade of the service will consist of the coordinated increase of the frequency on the Zeebrugge-Esbjerg route, investment in infrastructure and facilities and the adoption of accompanying measures to foster integration of various parts of the intermodal chain.

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This includes an increase in service by doubling of the capacity of the ro-ro (roll on, roll off) connection between Esbjerg and Zeebrugge. A Motorways of the Sea approach merits in cost savings (up to some 40%) and less CO^2 emissions (58%) than the alternative road connection. In addition, it reduces congestion on very busy parts of the EU road network.

The investment in infrastructure and facilities associated with the upgrade of the maritime link consists of a floating ro-ro ramp, the extension of an access way in Esbjerg, a ro-ro jetty, gantry cranes and ICT development in Zeebrugge. The project will give way to major improvements in the handling of goods and attract more goods on the ro-ro based intermodal concept.

Download the Info Sheet about this project:

.pdf (432 KB)

Klaipeda - Karlshamn (5,2 MEUR)

Supporting upgraded Ro-Pax and rail unitized goods

The objective of the action is to increase the share of intermodal transports in the South-East/South-West Baltic Motorways of the Seas link through Klaipéda and Karlshamn.

To this end, the operator of the service, „DFDS Lisco“, has already increased, as from May 2009, the capacity of the link by 21%. At the same time, the implementation of the Action will considerably improve and enhance the capacity of unitised rail goods handling on the Swedish side, as well as providing infrastructure investment in Karlshamn.. The current (2009) intermodal share of the corridor is 18% with the aim to reach the 56% in 2015 and ultimately in 2025 to reach 71%.

The activities of the Action will focus on the:

- Improvement of environmental sustainability by increasing intermodal transports in the corridor. Furthermore, oil sanitation equipment will be acquired in Karlshamn to mitigate risks due to the increase in traffic
- Elaboration and implementation of a strategy to achieve modal shift, by conducting market studies
- Increase the loading/unloading speed of containers to vessels, through the purchase and operation of a new crane in Karlshamn
- Reduction of waiting/transit time with the upgrade and modernisation of the Karlshamn RO-RO terminal
- Increase of the efficiency and capacity for trains in Karlshamn through the development of the new shunting yard and the electrification and improvement of the port rail track
- Doubling the container handling capacity by building a new combined terminal

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- Preparation for the improvement of hinterland rail connections through the development of design and EIA for the „missing link“ Karlshamn-Olofström
- Increase of the efficiency in Klaipéda by improving the quay operability for vessels through the installation of a hydraulic device for RO-RO ferries

Download the Info Sheet about this project:

.pdf (528.9 KB)

Trelleborg - Sassnitz (10 MEUR)

Supporting upgraded rail ferry link

The objective of this project is to upgrade the existing rail ferry link between the ports of Trelleborg (Sweden) and Sassnitz (Germany) in order to increase the share of rail and intermodal transport on the Swedish-German corridor in particular and the Sweden-Central Europe/Italy corridor.

Improving the existing rail ferry service by offering more capacity, more efficiency, faster handling in the ports and more flexibility due to the option of a sixth departure (in peak demand periods only), will help it compete with alternative and less sustainable routes on this transport corridor.

Improving the infrastructure in the ports will enable operation on a sufficient volume base combining rail and intermodal transport. In Trelleborg, the port will be able to efficiently service more than one rail/road/intermodal ferry route. In Sassnitz, the new infrastructure and equipment will enable the port to load, unload and store intermodal transport units (e.g. unaccompanied trailers).

From the current 1.7 million tons transported in rail wagons on the ferry route between Sassnitz and Trelleborg (81% of the total 2.1 million tons on the ferry line in 2008), the project aims to increase the volumes to 3 million tons of rail and intermodal transport by 2018. The overall corresponding modal shift is 1.4 billion ton km per year in 2018 and 2.1 billion ton km per year in 2028. On a cumulated basis, the modal shift is estimated at 21.6 billion ton/km by 2028 (15 years) and 32.6 billion ton/km by 2033 (20 years).

Link to relevant website:

http://tentea.ec.europa.eu/en/ten-t_projects/ten-t_projects_by_country/multi_country/2008-eu-21010-p.htm

General planning of the rail-bound connections of the Port of Hamburg with Scandinavia and the Baltic Sea region

This project aims to produce studies regarding the structural measures necessary to optimise train infrastructure in the port of Hamburg - as part of its general extension plan - in order to increase its capacity, improve the connections between the main container

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terminals and the German railway network, and improve safety by separating roads from rail in the port area. It is part of a master plan study for the Hamburg inner port area (global project).

More specifically, the study will analyse the possibilities of optimising the 350 km of railway infrastructure in the port area, which consists of single track infrastructure in many places. It will also look into increasing the capacity and flexibility of the one-track transport connection, constructing a bridge or a tunnel, and studying the grade of separation between road and rail. The general findings are aimed as a precursor to the eventual detailed technical design plan.

Link to relevant website:

http://tentea.ec.europa.eu/en/ten-t_projects/ten-t_projects_by_country/germany/2008-de-91009-s.htm

4.

MARCO POLO II APPLICATIONS 2005 – 2009 OF RELEVANCE TO BSR

http://ec.europa.eu/transport/marcopolo/home/home_en.htm

Summary

- 22 projects are involving destinations in the BSR, incl Russia
- Mostly Modal Shift Actions
- Many projects between North Sea and Baltic destinations
- Also some project s between Southern Europe and Baltic
- Modes represented:
  - * SSS, Ro Ro: 5
  - * Lo-Lo: 5
  - *Rail: 8
  - *Multimodal: 3

The 2010 call in the Marco Polo II-programme closed on 18 May with a budget of some €64 MEUR. Only commercial undertakings (possibly owned by public administrations) from the EU, Norway, Iceland, Liechtenstein and Croatia can apply.

The Call 2010 is the first Call under the revised legislation of Marco Polo II. The new conditions for submitting a proposal will:

- facilitate the participation of small enterprises;
- lower the thresholds for eligibility;
- increase the level of funding;
- simplify the procedures.

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Pure infrastructure projects, research & development projects and studies are not eligible. The next Marco Polo Conference is taking place in Vienna on 5 – 6 October with guidance for potential applicants, including tips and tricks, and possibilities for individual meetings.

Marco Polo projects - call 2009

http://ec.europa.eu/transport/marcopolo/projects/docs/call09_projects.pdf

BFI
Description: A railway connection transporting temperature-regulated fresh and frozen food between markets in Sweden and Denmark and the Italian market.

Partners
(leader in *italics*):
TX Logistik AG (Germany), Bring Frigoscandia A/S (Denmark)
EU contribution: € 4.134.668

NG-WP
Description: A shuttle train corridor between Sławków and Brzeg Dolny (Poland) and Hamburg and Bremerhaven (Germany) for the transport of containerised goods.

Partners
(leader in *italics*):
PCC Intermodal S.A. (Poland), Petro Carbo Chem GmbH (Germany)
EU contribution: € 1.217.347

RKE
Description: A shuttle train connection between Krzewie (Poland) and Rotterdam (Netherlands) for the transport of containerised goods.

Partners
(leader in *italics*):
PCC Intermodal S.A. (Poland), Nijhoff-Wassink B.V. (Netherlands)
EU contribution: € 971.081

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The Juice Vessel

Description: Multimodal alternative of the existing European distribution of frozen orange juice between Amsterdam (Netherlands), Ghent and Antwerp (Belgium) and Mannheim (Germany), by inland waterways, and Cartagena (Spain), Liverpool (United Kingdom) and Ventspils (Latvia) by short sea.

Partners
(leader in *italics*):
The Logical Company B.V. (Netherlands), Cargill Flavour Systems Ltd. (United Kingdom)
EU contribution: € 1.695.138

ESTRAB

Description: The aim is to overcome market barriers by introducing the 'Cargo Beamer' technology which is an innovative, parallel, automated technology to load standard semitrailers onto rail wagons without using cranes. The rail route will go from Rotterdam (Netherlands) to Riga (Latvia).

Partners
(leader in *italics*):
CargoBeamer AG (Germany), UAB ACHEMOS Group (Lithuania)
EU contribution: € 5.415.900

Marco Polo projects - call 2008

Aveline

Description: This project will develop a ferry shipping service between Lübeck/ Travemünde (Germany) and Liepaja (Latvia) aiming to reduce the transit time of freight for the Baltic and Russian markets. The service should run 6 times a week and target time-critical goods.

Partners
AVE logistic SIA (LV), MJ Logistic OU (EE)
EU contribution: € 1 778 126

Kotcar

Description: New Short Sea Shipping line linking Antwerp (Belgium) and Hamburg and Bremerhaven (Germany) to Kotka (Finland) 3 times a week. It will mainly carry chemical products and automotive parts which will be further taken to Nizhny Novgorod (Russia) by train.

Partners
ICL-Intermodal Container Logistics (AT), Magna Steyr (AT), Maritime Freight Poland Ltd (PL)
EU contribution: € 1 040 000

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Obste

Description: Upgrade of an existing ro-ro/ro-pax shipping service between Lübeck (Germany) and St Petersburg (St Petersburg). A fleet of one ro-pax and three ro-ro vessels will turn into a fleet of three ro-pax vessels and one ro-ro vessel, with increased capacity for trucks.

Partners
Finnlines Deutschland GmbH (DE), Translog LLC (RU)
EU contribution: € 1 304 606

CORAT

Description: Upgrade of an existing rail service, by increasing its capacity, linking Klaipeda and Kaunas (Lithuania), Zilupe, Riga, Liepāja and Ventspils (Latvia) and Russia, with the purchase of 300 new railway fitting platforms. It is planned to shift up to 30% of the container freight volumes through Latvia/Lithuania towards the Eurasian countries from road to rail.

Partners
(leader in *italics*):
LDZ Cargo Ltd (LV), FESCO Integrated Transport LLC (RU)
EU contribution: € 767.045

Dutch-Russian lo-lo

Description: New regular lo-lo shipping service between Harlingen (The Netherlands) and Ventspils (Latvia), with adjacent rail transport from Ventspils to Moscow (Russia).

Partners
(leader in *italics*):
Harlingen North Connect Line B.V. (NL), CF&S Estonia AS (LV)
EU contribution: **€ 1.232.733**

Gateway-to-Moscow

Description: New regular railway corridor for the carriage of containers between Zeebrugge (Belgium) and Moscow (Russia), with the objective of reaching five trains and five roundtrips per week.

Partners
(leader in *italics*):
P&O Ferrymasters Ltd. (UK), P&O Ferrymasters Kft. (HU), P&O Ferrymasters NV (BE)
EU contribution: **€ 1.010.000**

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IGOR

Description: New container shipping service between Antwerp (Belgium) and Hamina (Finland), in combination with a rail link from Hamina to St Petersburg (Russia).

Partners
(leader in *italics*):
Spedition Services Ltd (UK), Spedition Services Finland Oy (FI)
EU contribution: **€ 1.520.108**

References
Link to relevant website:
European Executive Agency for Competitiveness and Innovation (2008), Marco Polo 2008 Call, online: http://ec.europa.eu/transport/marcopolo/projects/docs/call08_projects.pdf (English), November, 30th 2009.

Marco Polo projects - call 2007

Nethpola

Description: New scheduled container line service between Rotterdam (The Netherlands) and Gdynia/Gdansk (Poland) and Bremerhaven (Germany) with 2 departures per week in each direction.

Partners
IMCL Inter marine Container Lines Ltd (Cyprus), ZMCL Germany GmbH (Germany)
EU contribution: € 1 037 357

Rigamodal

Description: New container feeder service between the ports of Antwerp (Belgium), Rotterdam (The Netherlands), Bremerhaven (Germany) and Riga (Latvia).

Partners
IMCL Inter marine Container Lines Ltd (Cyprus), IMCL Germany GmbH (Germany)
EU contribution: € 1 241 961

New Hansa Bridge

Description: Upgrade of ro-ro service between Luebeck (Germany) and Riga (Latvia), with 4 departures per week in each direction.

Partners
DFDS A/S (Denmark), Lübecker Hafen-GmbH (Germany).
EU contribution: € 1 555 475

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Viking Rail
Description: New daily rail service for automotive industry within the logistics chain between Hannover (Germany) and Gothenburg (SE).

Partners
Schenker Automotive RailNet GmbH (Germany), Volvo Logistics AB (Sweden)
EU contribution: € 1 082 762

References
Link to relevant website:
European Executive Agency for Competitiveness and Innovation (2007), Marco Polo 2007 Call, online: http://ec.europa.eu/transport/marcopolo/projects/docs/call07_projects.pdf (English), November, 30th 2009.

Marco Polo 2006 Call

TRIANGLE
Description: Is a new service linking the Iberian Peninsula (Barcelona) to major destinations in Western Europe and Poland. It will be a terminal to terminal service between; Barcelona – Rotterdam; Barcelona – Ludwigshafen and Ludwigshafen – Poland. The new service is supplementary to existing networks and they will form a large European TRIANGLE.
- Kombiverkehr GmbH & Co. KG , DE
- Novatrans S.A., FR
- Optimodal Nederland B.V., NL
- Polzug Polka Sp.z.o.o., PL

2.000.000

LUNA
Description: This project consists of a new combined transport shuttle train service linking Italy and Germany via Switzerland. A continental transport flow of all types of commodities that are transported in semi-trailers, swap bodies and containers. Products transported mainly in semitrailers between Scandinavia and Germany by ferry, and Germany and Italy by a new direct shuttle train service (Lübeck – Novara).
- CEMAT Spa, IT
- Kombiverkehr GmbH, DE
- Hupac Intermodal NV, NL

700.000

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Marco Polo projects - call 2005

BaSS - Baltic Sea Shuttle

Description: Short sea shipping service between the ports of Rostock (Germany) and Ventspils (Latvia) across the Baltic Sea. Modification and expansion of the existing ferry service between Rostock and Liepaja and move to the Latvian port of Ventspils. The second ship will double the route's capacity. A total of four round trips per week is foreseen.

Partners
Scandlines Deutschland GmbH (DE), Hafen-Entwicklungsgesellschaft Rostock mbH (DE), Free Port of Ventspilsn Authority (LV)
EU contribution: € 1 316,000
Planned modal shift: 658 093 800 tkm
Environmental benefit: € 20 813 957)

NePolExpress - Netherlands-Poland Express

Description: Regular rail connection between Rotterdam and seven regions in Poland (Poznan, Gdansk, Warsawa, Lodz, Wroclaw, Gliwice and Katowice). The service operates with 2 round trips per week. The frequency will rise to 5 weekly round trips.

BTL - Baltic Timber Line

Description: Weekly short sea shipping container service Muuga – Fredericia v.v. with a fixed schedule.

- Shipping.dk Lillebaelt A/S, DK
- Freselle A/S, EE

227,800

Scandinavian Shuttle

Description: Realisation of a reliable freight corridor for combined transport between Sweden and Germany. The daily shuttle rail service includes a mobile phone module with a GPS card on each load unit and is open for all train operators, forwarders and shippers.

- **UBQ AB, SE**
- TX Logistik AG, DE
- NGIL, SE
- Öresund Logistics, SE 2,500,000

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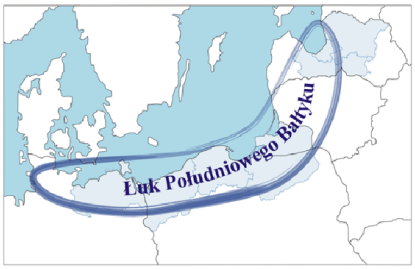
5.

RELEVANT PROEJCTS UNDER INTERREG

5.1 Baltic Sea Region Programme

Interreg IIIB

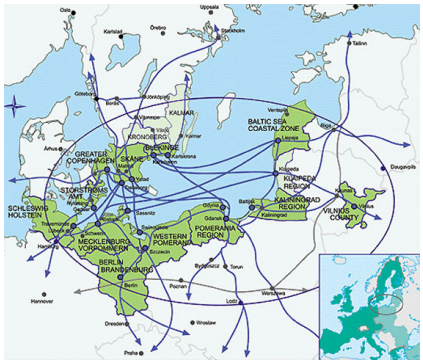
Project South Baltic Arc:



"South Baltic Arc" was a part of transnational project "*South Baltic Arc - Spatial Strategies for Integration and Sustainable Development Acceleration of the South Baltic Arc Zone"* supported by BSR Interreg III B Programme. Actions in the project's framework regarded i.a a choice for the strategic location and preliminary preparation of key infrastructural investments (i.e. in transport and others which can reinforce economic sector development) determining further socioeconomic development in the northern part of Poland. Polish Regions concentrated on the issues related with *Via Hanseatica* transport corridor from Germany (Luebeck) via Poland (Western Pomerania, Pomerania, Warmia- Mazury), Russia (Kaliningrad), Lithuania, Latvia, Estonia to St. Petersburg (Russia). Important part of the project regarded taking advantage of the methodology of regional impact of the infrastructure investments estimation.

Details related to the project are available on website: http://sitwp.umwp.pl/sba/en/opr.htm

Project Baltic Gateway (BG) and Baltic Gateway Plus (BG +):



A transnational cooperation project BG and it's continuation BG+ (implemented within BSR Interreg III B Programme) were promoting development of transport and infrastructure in the South Baltic Sea Region. A list of the most prioritized transport investment projects have been elaborated and processed within the Baltic Gateway partnership and finally agreed upon by regional political leaders in the South Baltic Sea area. Mostly prioritised projects are collected in the so called Baltic Gateway Quick Star Programme. Pomorskie Voivodeship and Warmia and Mazury Region has focused it's interest on the project called "northern corridor" which relates to the transport link among three Polish coastal regions (from East to West – Warmia - Mazury, Pomerania and Western Pomerania) including railway and road connection. The corridor is a branch between Western Europe and Baltic Sea States (Germany, Poland, Lithuania, Russia, Latvia, Estonia).

Details related to the project: http://www.balticgateway.se/index.htm

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SEBTrans - South East Baltic Transport Link

Starting & ending date: 1999 & Summer 2001

Main objectives:

The main objective of the SEBTrans project is to promote the use of transport corridors, modes and technologies, which support a sustainable regional, as well as an economic and social development of the regions involved in the project.

Webside: www.sebtrans.com

InterBaltic

The "InterBaltic" project - attended by 43 partners from 10 countries - was initiated by the CPMR Baltic Sea Commission and seconded by the Baltic Development Forum. The project was based on the assumption that there will be a considerable increase in transportation and logistics within, to and from, and through the Baltic Sea region.

The main objective of this pan Baltic project was to give recommendations to private and public decision-makers at regional, national and international level on building up efficient intermodal transport systems, capable of coping with the future cargo flows. In particular the project focused on: North-South transports, East-West transports, Motorways of the Baltic Sea, and "The Baltic Ring" – strengthening the internal intermodal transport systems between the countries around the Baltic Sea, by developing improved interoperability across national borders.

The project initiated a High Level Group on Transports for Sustainable Growth in the Baltic Sea Region, composed of approximately 15 dedicated and high-level representatives from national ministries, large corporations and representatives of pan-Baltic and regional organisations. The High Level Group met a couple of times in order to identify bottlenecks and weak links hampering economic development in the region – and thereby to influence regional, national and European transport policy and plans.

The InterBaltic project produced a framework for a Baltic Sea region masterplan, containing recommendations for a common transport strategy in the BSR – planned to be carried out in the 2007 – 2013 programming period. The project also developed a concept and software application for an ICT toolbox for business users (incl. SMEs) in order to help them plan door-to-door

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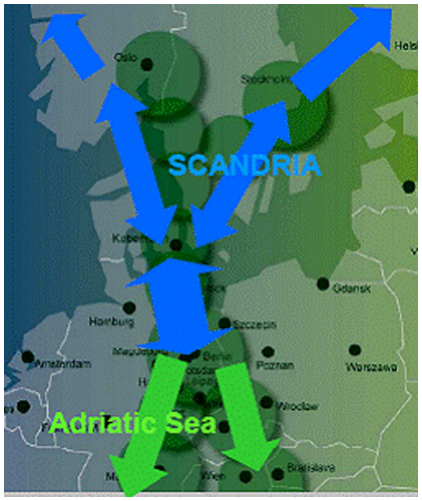
transport options. Furthermore, the project produced guidelines for the planning of dry ports and delivered some demonstration actions in the area of seafood transport chains from the North Atlantic coast to the South Baltic area. The project defined and described possibilities of creating a transport chain for forestry products between the mid-Nordic area and the Far East, based on a network formed in the North East Cargo Link Alliance (NECLA) as one of the partners in the InterBaltic project.

Finally, the project was acknowledged an important starting point for the preparation and implementation of the TransBaltic project.

Interreg IVB

scandria



SCANDRIA: Scandinavian-Adriatic Corridor for Growth and Innovation
Priority: 2. Internal and external accessibility
Project Duration: 10. 06. 2009 - 09. 09. 2012, 42 months
Lead Partner: Joint State Planning Department repr. the capital region Berlin-Brandenburg
SCANDRIA contributes to efficient transport and logistic solutions as described in the Action Plan for the EU Baltic Sea Strategy linking “the Baltic Sea to the Adriatic through a corridor involving transport infrastructures and growth and innovation poles”. Reaching from the Nordic Triangle via the Öresund region, Mecklenburg-Vorpommern to the capital region Berlin-Brandenburg it complements North-South and East-West transport links as developed within the twin project SoNorA for the Central European space.
In the corridor described, SCANDRIA will reduce travel times between major cities, establish efficient and multimodal logistic chains and upgrade the attractiveness of the corridor regions for industries and services. Main objective is to increase the infrastructural efficiency for passengers and freight and to improve the accessibility of regional economic potentials. By activating new value-added chains innovative, process-optimised logistic solutions shall be developed.
The corridor is the shortest connection between the Baltic Sea Region and the Adriatic region. The potentials have not yet been used completely due to a historically caused cultural, economic and political heterogeneity. SCANDRIA shall push forward European cohesion by infrastructural, regional-economic and political measures.

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SCANDRIA will develop goods and passenger flows via efficient intermodal nodes and modern rail resp. road networks to meet increased demands of a "Green Transport Corridor". The project concentrates on three thematic work packages:

1. QUALITY OF TRANSPORT INFRASTRUCTURES (WP 3)

Case and feasibility studies investigate the capability of rail and road connections for passengers and freight and will be added up with important transnational transport nodes and development locations. ITS solutions are tested as well as the use of renewable energies for reducing greenhouse gas emissions. All investigations will be summed up in a "SCANDRIA Investment Strategy".

2. INNOVATIVE LOGISTIC SOLUTIONS (WP 4)

In the frame of SCANDRIA "Logistic Business Development Strategies" several business cases for logistic offers will be elaborated and tested like new product chains and multimodal block train solutions. A marketing campaign shall support the logistic offers.

3. COMMON STRATEGY OF CORRIDOR FUNCTIONALITY (WP 5, supported by WP 2)

All aspects of SCANDRIA transport corridor development with regard of Trans-European Transport networks shall be put into concrete terms in the "Action Programme on the Development of the SCANDRIA Corridor". It shall include long-term scenarios following economic needs and be harmonised at political level. It shall be developed with the economic, scientific and political stakeholders (Triple Helix) and communicated through a "Multimedia Communication Strategy".
The project approach involves pre-works by the INTERREG IIIB project COINCO and is harmonised with the Interreg IVB projects TransBaltic and EWTC II.

References
Link to relevant website:
English: http://eu.baltic.net/Project_Database.5308.html?&&contentid=26&contentaction=single

C.A.S.H.

C.A.S.H.: Connecting Authorities for Safer Heavy Goods Traffic in the Baltic Sea Region
Priority: 2. Internal and external accessibility
Lead Partner: Turku School of Economics
Project Duration: 10. 06. 2009 - 09. 09. 2012, 42 months
13,361 road fatalities occurred in 2007 in the BSR. 10 percent of these are caused by an accident involving heavy vehicle. The

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problem C.A.S.H. addresses is traffic safety of Heavy Goods Vehicles (HGVs), including Dangerous Goods (DG) and oversized transport in international traffic in each of the participating countries/regions. Although EU legislation on HGV and DG transport is being harmonised at the European level, the implementation and interpretation of existing regulations as well as the operating procedures varies substantially between countries. This is very much the case also in the BSR. C.A.S.H. aims at connecting the proper authorities across borders and creating co-operation and dialogue between them in order to improve and promote safer border-crossing HGV. The main emphasis is on road transport, but some port/maritime (much of border crossing HGV traffic is by RoRo vessels) and border officials (e.g. to Russia) will also be involved.

C.A.S.H. focuses on three main themes: (1) harmonising training requirements of HGV and DG inspection officials in the Baltic Sea region in WP3; (2) enhancing cooperation between authorities involved in safety of border-crossing Heavy Goods Vehicle (HGV), Dangerous Goods (DG) and oversize transport in WP4; and (3) testing state-of-the-art safety and security equipment and IT systems to be used by relevant authorities in WP5. WP3 analyses and evaluates the content of training of officials dealing with HGV and DG transport and creates new joint training programmes with the goal to harmonise the way officials inspect HGVs and DG transport. WP4 has the largest WP budget and it focuses on information exchange between BSR authorities through joint exercises and staff exchange. The third task (WP5) involves transnational testing of the latest appliances used in HGV and DG transport inspections, and Risk analysis and security issues related to cross-border HGV transport in the BSR.

The main expected outcome of the project is improved and enhanced co-operation between authorities involved in safety of border-crossing Heavy Goods Vehicle and Dangerous Goods Transport. Ultimately this will lead to less accidents, and consequently, less people injured or dead in HGV related road traffic. Inspection officials in the BSR enjoy harmonised training on how to monitor, inspect and secure HGV and DG transport and are applying the same standards and methods when inspecting HGVs and DG transports across the BSR. Also the end-users, i.e. shippers and transport companies of goods across the BSR and beyond will benefit from the results. Faster and more uniform inspections will reduce costs of transport which is in the interest of all European Union citizens, and help create a level playing

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field for carriers complying to the rules. An additional outcome will also be better cooperation in HGV related crime prevention in the BSR, thus improving security.

References
Link to relevant website:
English: http://eu.baltic.net/Project_Database.5308.html?&&contentid=39&contentaction=single

EWTC II: East West Transport Corridor II - a green corridor concept within the Northern Transport Axis approach
Priority: 2. Internal and external accessibility
Lead Partner: Region Blekinge
Project Duration: 10. 06. 2009 - 09. 09. 2012, 42 months

The East West Transport Corridor (EWTC) links Minsk,Vilnius, Klaipeda/Kaliningrad with Denmark (Esbjerg) via south Sweden and with Germany via Sassnitz. It includes several TEN-T ports, road and railway links, parts of the Nordic Triangle and Corridor IX B/D in Lithuania/Kaliningrad region. The EWTC is also part of the Northern Transport Axis. Despite recent drop of trade volumes due to the global financial crises, the east-west trade in BSR is expected to continue to increase. The heavy and growing traffic in the EWTC and its potential to become an important east-west trade route between EU, Russia, Belarus and Far East requires attention. The efficiency is hampered by several hindrances as e.g. lack of facilities in the hubs, quality of port-hinterland connections, low level of intermodal and ITS services. EWTC II is a follow up to the EWTC project completed in 2007 (www.eastwesttc.org). The objective is to use the experiences from EWTC I and implement parts of the EWTC Action Plan.

The EWTC II project intends to develop the hubs as growth centres, strengthen railway concepts, improve accesses to hubs and increase human capabilities. The ambition is also to develop an innovative testing ground for a green corridor concept as described in the EU “Freight Logistics Action Plan” that could serve as a best practise case in the European perspective.
It includes deployment of advanced ITS services as well as development and testing of an information broker system. The long term goal is to develop the EWTC to an efficient ‘green’ transport corridor able to match European policies and market demands for growing freight transport.

The project is composed of 6 WPs dedicated to various aspects of the green corridor development, resulting in an EWTC Green

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Corridor Action Plan, guidelines, feasibility studies and design plans for concrete infrastructure improvements, a number of business plans and concepts, ICT-based tools and business plans. A durable network of stakeholders, the EWTC Association, will be developed. Further, the project has ambition to unlock some rail and maritime transport investments based on studies and designs envisaged in the project lifetime. EWTC II plans to secure political support for the process towards the green corridor status and that the whole EWTC should become a part of the TEN-T network extended to Russia (Northern Axis) and Belarus. The EWTC will also strive to be included in the EU strategy/action plan for the BSR. The partnership coming from Denmark, Sweden, Lithuania, Germany and Belarus reflects a cross-sector approach with strong commitment from national, regional and local authorities, ports, universities and private stakeholders. Russian partners from Kaliningrad Oblast are integrated in the project partly funded by some ERDF funds.
The EWTC has political support from the national transport ministries in Sweden, Denmark, Lithuania and Mecklenburg/V and from Euroregion Baltic.

References
Link to relevant website:
English: http://eu.baltic.net/Project_Database.5308.html?&&contentid=41&contentaction=single

Projects approved in the 3rd call of the BSR Programme (decided by MC on 9 – 10 June)

Rail Baltica Growth Corridor

Leadpartner: City of Helsinki, Finland
Rail Baltica Growth Corridor aims at fostering the competitiveness of the Eastern BSR by improving the accessibility through Rail Baltica in line with green growth corridor principles. Transport connections in Eastern BSR are inadequate due to low interoperability and weak cooperation along the Rail Baltica route, which is a major obstacle to mobility of freight and passengers. Project facilitates prerequisites to fully exploit the Region's potential in economic growth as focal gateway for global trade flows between Asia and Europe, as emphasized in the EU Strategy for BSR, as well as development of well-functioning logistics and transport networks in North-South direction. It includes transnational cooperative actions to support logistics service providers and to promote multimodal connections and

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sustainable passenger and freight traffic, as called for in the Action Plan of the Strategy.

RBGC is built on cooperation of cities and regional authorities ensuring both relevance of the Project and ability to implement it. Project consists of research modules (WP3-4) and concrete transnational Pilot activities (WP5-6) where the gathered knowledge is applied. Research know-how is ensured with 5 educational and research related Partner organizations. Strong political support is secured with Ministries of Transport and geographical coverage with Russian Associated Organizations. Transport and logistics knowledge is enhanced with 5 railway operators and 3 logistics associations.

The concrete objective is to form a transnational platform in BSR for joint development and cooperative activities of public and private stakeholders interested in improvement of RB railway line. The aim is to bring together national, city and regional authorities, service providers, transport operators, interest groups, universities and other relevant actors in the field of transport.

RBGC facilitates the high-level regional and transnational Roundtable discussions (WP7) on the Rail Baltica development among political decision-makers, regional and local authorities and business.

Based on in-depth and extensive analysis on relevant stakeholders, networks and decision making processes in public and private transport (service) sector (WP3-4), the aim is to build a stakeholder partnership model to be tested by Pilots of transnational integrated travel information system (WP5) and increased co-operability of logistics centers (WP6). Pilots create cooperation and service models to be utilized during the following phases of improvement/introduction of Rail Baltica. Gradually, Project supports the transformation of Rail Baltica from isolated transportation zones towards one integrated macro-region even widening the viewpoint from single transport corridors to extensive multimodal transport networks.

BALTRIS - Improving Road Infrastructure Safety in the Baltic Sea Region
Leadpartner: Lithuanian Road Administration
Safe transportation is an element in the overall objective of the

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BSR programme – to make the BSR an attractive place to work and live in. However increasing road traffic volumes in the BSR come at a price of accidents during which lives are lost and injuries caused. There are large differences among BSR countries in road safety performance. Transportation in the south-eastern part of the region is considerably less safe than in the north or west. Countries have achieved improvements in road safety over the last years, however further reductions in number of accidents, fatalities and injuries are needed. Action Plan of the EU Strategy for the BSR encourages joint actions and sharing of practices in road safety (priority "Improve Internal and External Transport Links").

The specific objective of the BALTRIS project is to develop tools and build capacity to better manage safety of road infrastructure in the BSR. Attention to road infrastructure safety and tools applied to manage it vary in the BSR countries. The Project focuses on the exchange of experience and joint development of road infrastructure safety management procedures: i.e. road safety impact assessment, road safety inspections, road safety audits, evaluation of high accident concentration sections. This is complemented by capacity building and dissemination activities. It is expected that the application of tools developed and strengthened capacity will lead to improved safety of road infrastructure as well as allow choosing cost-effective engineering solutions. Safer road infrastructure will result in improved overall road safety, especially in those parts of the BSR where number of accidents and fatalities are currently the highest.

The Project partnership is composed of road safety authorities and universities from 4 BSR countries: Lithuania, Latvia, Estonia and Sweden. In this way the Project includes countries with the best and the worst road safety situation which allows addressing the most problematic areas in the region and provides opportunities for exchange of good practice.
The Project is led by Lithuanian Road Administrat
ion. The support to the Project idea and readiness to co-operate was expressed by the Polish Road Administration, Latvian Road Administration, Baltic Road Association and Nordic Road Association

Baltic Air CargoNet

Baltic.AirCargo.Net (Improving the air cargo transport sector by service oriented ICTmethods and processing logistic network)

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Leadpartner: Wismar Technical University (DE)
Legal background is EU Strategy for the Baltic Sea Region, i.e. to make the Baltic Sea Region an accessible and attractive place, and to improve internal and external transport links (p 49). Transport issues are especially important for BSR since the distances internally and to the rest of Europe are very long and the conditions for traffic are difficult. In the times of economic slowdown, the pace of change in the transport sector is increasing.

Project addresses to:
1) Structural challenges: Regional airports act isolated without a clear picture of current situation on the international air cargo market and its future perspectives. In times, when regional industrial landscape is rapidly changing, conventional transport services are not able to fulfil new needs of logistics.
2) ICT challenges: Absence of the common ICT infrastructure prevents growth of air cargo flights in the regional airports and causes a stagnant economic, airport and hinterland development.
3) Political challenges: Air-cargo process' players act isolated. Each region (airport & hinterland) has its own strategies, recourses, infrastructure, state of knowledge, economic & boundary conditions. Co-operation between regional authorities with airports lack behind possibilities.
Project aims at enhancing operating environment in air cargo sector by:
1) providing airport regions complex measures that accommodate the demand for air transport in an optimal way that attains more sustainable air cargo development, whilst maximizing economic benefits;
2) increasing capacity of regional airports by improving usability, functionality and accessibility of the ICT network in the air-cargo sector.
3) increasing interoperability of political and content transport related networks, through exploring and integrating of the air cargo issues in agenda of common transport strategy of the BSR; enhancing political collaboration among regional airports and airfreight players.

Project partnership developed following working plan to solve identified challenges:
WP3 – will provide a complex analysis of the current situation on airfreight transport market in the BSR, associated infrastructural and operational needs of the regional airports, their prospects for future development and their possible role in the global network of air cargo supply chain.

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WP4 – will develop and implement innovative air cargo transport information system in / between the participating project regions (airport, hinterland).
WP5 - will explore the air cargo market through pilot business actions with a focus on regional development.
Air cargo issues had been neither properly investigated already in finished projects nor have been included in the running logistic projects. Therefore, Baltic.Aircargo.Net will secure relevance of the project activities with transport development strategies through cooperation with transport related initiatives on regional, Pan-Baltic and European level.

NORTH EAST CARGO LINK

NECL II (North East Cargo Link II)
Lead partner: County Administrative Board in Västernorrland (SE), partners from Norway, Sweden and Finland.
The transport routes, particularly in northern continental Europe, are over burdened. The ever increasing amount of goods on the roads is worsening an already acute situation in terms of traffic congestion, pollution and long delivery times, which results in serious delays and high costs. A Mid Nordic Corridor (MNC) would provide a viable alternative for some of the goods presently moving southwards through Scandinavia, mainly for those being transported from the northern parts of the countries. This is defined as an east-west goods transport link through the Mid Nordic Region with connections to the UK, continental Europe and Russia. Within the framework of the Interreg BSR Programme 2003 - 2006, the NECL I project formed a “Strategy for North East Cargo Link”, containing measures for the elimination of bottlenecks and missing links in the transport infrastructure, as well as improvements in the intermodality by the establishment of combi-terminals on suitable locations in the MNC.

The objective of NECL II project is to implement the Strategy in close co-operation with the national transport authorities and industry over the national boarders through pre-investment studies for investments, development of transport solutions and a continued development of a logistic ICT solution (Portal). The partnership in the NECL II project consist of Transport Authorities, Fylken in Norway, County Councils and Counties Administrative Boards in Sweden and Regional Councils in Finland, municipalities in all countries, the non-profit organisation (NECLA). The project has political support from the national transport ministers in Norway, Sweden and Finland as well as the Nordic Council of Ministers.

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The activities proposed are focusing on the improvement of roads, railways and intermodal solutions, as well as the development of an ICT system for optimization of goods transport in the corridor. The project will contribute to a sustainable, environmental friendly mid-nordic east-west “Green corridor”. The project also contributes to the “Action Plan” of the “EU Strategy for the Baltic Sea” e.g.in the following fields: - Aiming at making the Baltic Sea Region an Accessible and Attractive place - Increased regional cooperation on transport issues for example on the interoperability of transport systems - The stakeholders should jointly identify the infrastructure gaps which are important for the whole region (e.g. on North-South and East-West axes) - Facilitate efficient overall Baltic freight transport and logistics solutions.
The project will also have close contacts with the strategic “TRANSBALTIC” project.

CleanShip (Clean Baltic Sea Shipping)
The project is addressing environmental risks caused by marine transport.
Swedish Lead partner, 23 partners
Eutrophication of the Baltic Sea by phosphorus and nitrogen is regarded the most severe threat to the Baltic Sea. The goal is to contribute to mitigating eutrophication of the Baltic Sea and release of climate relevant gases from ships and water pollution by the preparation of a joint clean shipping strategy, by peparing a sample model for differentiated port dues, spreading word of such dues, developing a Clean Port/Shipping Index of environment, develop best available technology pilot investment in environmentall related infra-structure for maritime transport in Baltic Sea ports, request cruse lines from releasing sewagfe into the sea, rewarding best practices and stakeholders fly the “Clean Baltic Sea Shipping” flag and to make thus the Baltic Sea Region a worldwide first model region for clean shipping strategy, infrastructure and technology. The departure point for this project had been the shortcomings of the predecessor project New Hansa. This did not get to joint actions.

Flagship project for the EU Baltic Sea Strategy: Given the challenges to the maritime environment by increasing ship transport and increasing pressure on shipping lines to comply with the new MARPOL Annex VI and the MARPOL Annex IV IMO regulations especially in the Emission Control Area (ECA) of the Baltic Sea port cities and shipping companies likewise whish to

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set up a new result oriented strategy and concerted approaches for new kinds of environmentally related infrastructure in ports. Such new maritime transport infrastructure will be shore side electricity supply, shoreside natural gas supply, supply of biogas, supply of Liquefied Natural Gas (LNG) and supply of sewage reception facilities. Once accepted this new infrastructure will lead to a considerable reduction of air and water pollution by shipping and innovation in power supply and shipbuilding. The project has 21 formal partners, 16 associated partners and 10 supporters including governments. This partnership represents stakeholders from regional and local government, port cities, port, ship owners, ship fuel makers, energy supplyers, NGOs, ship security bodies and maritime research institutes. Partners do come from all Baltic Sea nations including Russia (Kaliningrad). The project has received the recommendation by the flag ship coordinator for priorty of the EU Baltic Sea strategy. The project has 6 work packages spreading from project management and communication over analyses as regards ship borne emissions in ports, demand analyses for infrastructure, the elaboration of scenarios up to the elaboration of 6 best practice pilot solutions and the anchoring of the strategy and measures in European policies. The project is intrincly international and it has huge potentials for transferibility of the results and pilot measures.

For more information about projects under the Baltic Sea Region Programme, see link to project data base: http://eu.baltic.net/Project_Database.5308.html?

5.2 North Sea Region Programme

CARE-North: Carbon Responsible Transport Strategies for the North Sea Region

While the NSR deals with the effects of climate change, transport-related CO_2 emissions continue to increase. We face an urgent need to develop and implement carbon reduction strategies and to secure an ongoing energy supply for transport. The NSR has a huge potential for innovative transport strategies which could improve the economic performance of its regions and cities in a post-fossil economy (see Lisbon Agenda). Transnational collaboration will be used in terms of building political support and momentum, as well as in concrete terms of establishing uniform standards and infrastructure across the region. CARE-North has developed and plans to implement,

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innovative carbon reduction strategies for urban and regional transport in order to maintain and improve accessibility in a more carbon-responsible way and overall make the NSR a leader in carbon-efficient accessibility.
Duration: 01/08/2009 - 31/08/2012
Priority: 3 - Improving the Accessibility of Places in the North Sea Region
Area of Intervention: 3.3 To promote the development of efficient and effective logistics solutions
Lead Beneficiary: City of Bremen, Germany

References
Link to relevant website:
English: http://www.northsearegion.eu/ivb/projects/details/&tid=105

NS FRITS: North Sea Freight and Intelligent Transport Solutions
The project addresses efficiency and effectiveness of the North Sea Region transport freight. To secure the NSR as a global competitor, the project develops an intelligent transport solution (ITS), which will improve accessibility, reduce environmental damage in the North Sea Region and enable the NSR to develop a dynamic logistics solution which is scalable across the EU.
As the main result, the project will develop a multi-lingual electronic communication and data capture system for the freight supply chain to provide information to end users, transport managers, freight handlers about the conditions in the area that they are about to enter. Thereby the project aims to improve efficiency, safety and security in the supply chain of the NSR and promotes the development of efficient and effective logistics solutions.
Duration: 01/01/2009 - 31/12/2011
Priority: 3 - Improving the Accessibility of Places in the North Sea Region
Area of Intervention: 3.3 To promote the development of efficient and effective logistics solutions
Lead Beneficiary: People United Against Crime, UK

References
Link to relevant website:
English: http://www.northsearegion.eu/ivb/projects/details/&tid=94

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StratMos: Motorways of the Seas Strategic Demonstration Project

The project aims to promote and facilitate the shift of cargo from road to sea based inter-modal transport. STRATMOS strives to improve accessibility within the North Sea Region by supporting the implementation of the Motorways of the Sea concept and related transport networks in integrated logistical chains.
On the strategic level, the project intends to provide input for the Master Plan to be developed by the North Sea MoS Task Force as well as to EU entities. On the implementation level practical demonstration projects will be carried out in order to demonstrate actions to be taken by public and private actors to improve the effectiveness of inter-modal transport, in particular related to hubs and hinterland connections.
Duration; 01/04/2008 - 31/03/2011
Priority: 3 - Improving the Accessibility of Places in the North Sea Region.
Area of Intervention: 3.2 To promote the development of multi-modal and transnational transport corridors.
Lead Beneficiary: Rogaland County Council, Norway

References
Link to relevant website:
English: http://www.northsearegion.eu/ivb/projects/details/&tid=85

Dryport - a modal shift in practice

The project's aim is to develop, design and set effective Hinterland inter-modal freight transport nodes - dryports - which are fully integrated with the Gateway freight handling systems, to adapt a public concept to a private sector model, and to integrated dryports into the EU Motorways of the Sea concept.
The project includes the identification of suitable dryport land sites in the North Sea Region, to start a planning process that will support the increased number of logistics hubs, to assess the environmental and socio-economic impact of improved inter-modality, to develop a business model blueprint and to develop and start-up a IT system.
All project activities will contribute to connecting the dryports with the short sea shipping system to shift interregional transport from road to sea.

Website
http://www.dryport.org/

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Waterways for Growth: Sustainable Development of Inland Waterways in the North Sea Region

To take forward opportunities afforded by recreational inland waterways for the development and realisation of business opportunities and creating attractive places near where people live and work.

The project will work by implementing a number of themed initiatives on business and product development, waterway regeneration and the sustainable management of waterway resource.

Duration: 01/01/2009 - 31/12/2011

Priority: 4 - Promoting Sustainable and Competitive Communities

Area of Intervention: 4.2 Promoting sustainable growth solutions for expanding areas

Lead Beneficiary: British Waterways, UK

References

Link to relevant website:

English: http://www.northsearegion.eu/ivb/projects/details/&tid=92

Transport-related projects approved in the 5th call (approved on 3 June 2010)

SAS-Green Airports

The project aims proactively to develop strategies and solutions for a more eco-efficient, sustainable and green regional aviation. For economic benefits and welfare of people SAS-Green Airports is designed make the NSR frontrunner in this area. (Application p.1)

North Sea Sustainability strategy for aviation, Including toolkits for Renewable Energy Implementation and Chemical Reduction, models for CO2 reduction on airports and passenger movements, - Recommendations for Aviation Organisations and Aviation Authorities, - Recommendations for Public Transport Organisations, - Model for implementation of CO2 reducing flight approaches on SMAs, - Network of Green Airport involved organisations (Application p.4)

Lead partner: Province of Drenthe, NL

Food Port

Connecting Food Port Regions - Between and Beyond

The central aim of the Food Port project is to improve the accessibility and transport-logistic system of different food clusters around the NSR. This in order to strengthen the food industry within the NSR and its strategic position as a food hub.

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"Connecting Food Port Regions – between and beyond" (Food Port) would like to develop the North Sea Region (NSR) as the best food cluster and hub in Europe for food products delivered via efficient and sustainable transport systems e.g. 'green transport corridors'. Food Port brings together local authorities, knowledge organisations, food industries and ports from 5 countries to find practical solutions to improve the efficiency, effectiveness and sustainability of the food supply chains. Joint activities include business cases and pilot actions based on latest developments.
Lead partner: Province of West Flanders (BE). Port of Gothenburg, Västra Götaland Region and Chalmers University are also partners (Kaj Ringsberg is involved).

LO-PINOD
Logistics Optimisation for Ports Intermodality: Network, Opportunities, Development
Objective: To make regional ports more accessible, sustainable and competitive transshipment nodes and thereby contribute towards a more balanced polycentric European transport network which benefits economic prosperity and quality of life in the NSR, especially in areas away from global gateways.

LO-PINOD aims to enhance multi-modal accessibility & interconnectivity of ports of regional importance in a 3-sided approach: INLAND - a transnational investment preparation approach for inland connections will trigger significant investments and allow assessing suitability of existing national & EU policies and improving them; PORTS - building a joint knowledge platform, capacities & procedures will enhance co-operation of regional ports; SEASIDE - research into market potential and set up of new short sea shipping and feeder connections will improve seaside accessibility.
Lead partner: South East England Development Agency. Port of Karlshamn is also a partner.

Clean North Sea Shipping

CLEAN NORTH SEA SHIPPING: Competitive Marine Transport Services AND Reduction of Emission – a North Sea Model
CNSS partners aim to tackle jointly the challenges for the North Sea shipping sector. CNSS in particular wants to contribute to the large scale installation of "clean shipping" technology around the North Sea e.g. by developing costeffective implementation concepts (show-cases). Furthermore CNSS wants to pave the way for an incentive and regulatory framework which causes an

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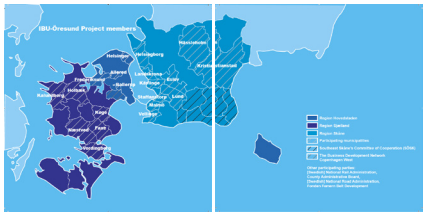
increased use of environmental friendly technologies and fuels in shipping and at the same time maintain the competitive position of the North Sea maritime transport
Lead partner: Hordaland County Council (NO). Port of Gothenburg is also a partner.

5.3 Interreg IVA

Interreg IVA Øresund programme

Infrastructure and urban development in Oresund (IBU)
Purpose: to develop an attractive and competitive Oresund region. Special focus on transportation system: e.g Fehmern Belt and second Oresund fixed link, possibilities for high speed train through the region. Intrest in developing a green corridor Fehmern-Oresund.
Participants: Regions and municipalities in east Denmark and Scania, and governmental transport organisations.
Time plan: 2008-2010



Link:
http://www.ibu-oresund.se/
http://www.orib.se/

The EcoMobility project
The Øresund Region is the largest hub in Scandinavia for transportation of goods and persons within sea, road, air and railway. Efficient and cheap transportation is an essential factor for regional growth, due to the regions geographical location. However, transportation also accounts for 30% of CO2 emissions in Sweden and more than 25% in Denmark. It is therefore necessary to act, in order to increase mobility and accessibility, while reducing CO2 emissions.

Øresund EcoMobility Knowledge and Innovation center aims to enhance sustainable and climate friendly transport solutions. Throughout the Øresund region, there is profound knowledge and many compentencies on the subject ¤climate friendly transportation¤. Øresund EcoMobility Knowledge & Innovation center strive to gather these competencies in a unified network of universities, industries and regional authorities. This unique network of regional competencies, will consist of over 40 experts within areas such as: Cleantech, environmental science,

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infrastructure, city and transport planning, logistics and Supply Chain Management.

The project is built upon 3 stages:
1. Cross science Triple-Helix Thematic Knowledge Exchange Networks that gather knowledge on climate friendly transportation of goods and persons.

2. Øresund EcoMobility Knowledge and Innovation center, which carries out knowledge dissemination, innovation and competency building

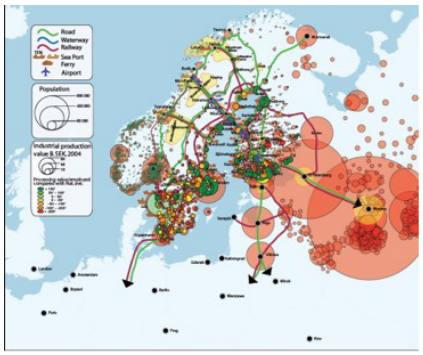
3. Øresund Competence Building and Knowledge Sharing activities such as facilitating workshops, creating publications, websites, establish conferences and courses for professionals, university students etc.

Link:
http://www.oresundlogistics.org/section.asp?id=2512&pid=345

Interreg IVA Botnia-Atlantica

KVARKENRADET
MERENKURKUN
NEUVOSTO

Kvarken Shortcut System
The Kvarken Council will strive at developing transports across the Kvarken Strait with its traffic communications group and project "Kvarken Shortcut System". The project is funded by the EU Botnia-Atlantica programme



Background
The ferry route across the Kvarken Strait is the hub of the regional transport network. There must be scheduled line service across the Kvarken if regional cooperation between Finland and Sweden is to be maintained, and the route is also an absolutely necessary constituent of the "Kvarken Shortcut System" from the Norwegian coast to Europe and Russia. The ultimate vision is a bridge or a tunnel crossing the Kvarken Strait.

Purpose
The purpose of the project is to develop the "Kvarken Shortcut System" into a European transport route and to draw up a vision which will enable regional and cross-border development. This purpose shall be achieved:

- by planning coordination activities. The project will come up with a model which will bind those who work with infrastructure, or interest groups and authorities who are dependent on

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infrastructure. This model will contribute to promoting debate, joint planning, and shared view on the matter. Coordination will focus on working with the east-west corridor from Finland to Norway, aiming at coordinating the activities of the various projects along this route.

- by disseminating information about the regional infrastructure and by drawing up a "transport package" according to individual needs.
- by examining the social and economic significance for the region of a bridge/tunnel across the Kvarken Strait. The outcome of this examination will influence the work done for the bridge/tunnel in the future.
- by examining/surveying the direct and indirect social and economic significance of the sea route across the Kvarken Strait.
- by updating the Kvarken Strait transport vision (present status, plans for future, and vision) on the basis of the information gathered in the coordination of this project, and by utilizing the available regional data. Special attention will be paid on the following modes of transport: Air traffic, sea traffic, bridge/tunnel, and combinations of various means of transport as well as obstacles to cross-border operation in the transport business.

Information: Christina Knookala, Kvarken Council phone +358 50 918 6462

5.4 Other Interreg programmes

ADRIATIC-BALTIC LANDBRIDGE
Starting & ending date: 06/2006 - 04/2008
Main objectives:
Besides east/west connections and transport corridors, the enlarged EU also needs an improvement in the transport routes connecting the Mediterranean and Baltic countries. The Adriatic-Baltic land bridge project will conduct a pre-feasibility analysis and develop a deployment roadmap for north/south intermodal transport connections which link Europe and the Mediterranean countries with global markets.
Webside: www.ablandbridge.eu

Link:
http://www.cadses.net/projects/apprpro.html?projectId=1577&topic=projects/apprpro

Project part-financed by the European Union (European Regional Development Fund)
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Logchain POLCORRIDOR
Starting & ending date: 2002 - 2005
Main objectives:
Study to develop , commercially validate an intermodal system for trans – European freight transfer between nordic region and South East Europe whose central building block will be „ Blue Shuttle Train" connecting two intermodal centres of Szczecin/ Świnoujście and Gdynia/ Gdańsk with Vienna.

Link:
http://www.eurekanetwork.org/project/-/id/2727

Project part-financed
by the European Union
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6.

TRANSPORT-RELATED PROJECTS UNDER THE FRAMEWORK PROGERAMMES FOR RESEARCH

About 380 FP projects focus on transportation issues.
These projects cover the whole range of transport issues.
18 of these projects are considered to offer additional insights and links to the matter of installing an integrated transport system in the Baltic Sea Region, although not all projects necessarily are matching TransBaltic's direct geographic focus.
These projects are dealing with issues such as container handling and container chain management, intermodal loading units, rail freight, maritime navigation systems, benchmarking logistics, maritime logistics, promotional platform for SSS, inland waterway, cooperation with new member states and candidates countries on maritime transport, long term freight transport vision and network of transport research centres.

The 6th EU Framework Programme

http://cordis.europa.eu/fp6/projects.htm

The Framework Programme for Research is the European Union's main instrument for the funding of research in Europe. It is open to all public and private entities. The overall budget of the Sixth Framework Programme covering the four-year period 2003 - 2006 is €17.5 billion. Funded projects had to be focused on one of seven predefined thematic priorities. About 200 projects focus on transportation issues (accounting for an overall funding of €646,8mn), with German project partners having participated in 147 of those projects.

Projects dealing with intermodality

http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&USR_SORT=EN_QVD+CHAR+DESC&QZ_WEBSRCH=Intermodal&QM_EP_CY_D=

Projects dealing with ports

http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&USR_SORT=EN_QVD+CHAR+DESC&QZ_WEBSRCH=Ports&QM_EP_CY_D=

Projects dealing with shipping

http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&USR_SORT=EN_QVD+CHAR+DESC&QZ_WEBSRCH=Shipping&QM_EP_CY_D=

Projects dealing with rail freight

http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&USR_SORT=EN_QVD+CHAR+DESC&QZ_WEBSRCH=Rail+freight&QM_EP_CY_D=

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The following selection summarizes transport-related projects with German participation and relevance to the Baltic Sea Region and to TransBaltic respectively. Not all listed projects necessarily have to have TransBaltic's direct geographic focus but might offer additional insights and links to the matter of installing an integrated transport system in the Baltic Sea Region.

CHINOS:
Container Handling in Intermodal Nodes - Optimal and Secure

Operators of container terminals (sea ports, inland ports, freight villages, rail/road inter modal terminals) and transports are currently facing several challenges that put additional burden on them but offering potentials for process optimisation at the same time.

Drivers are:

- Commercial: how to cope with continuous rising cargo volumes to be handled.
- Legal/Security: how to deal with new security rules and regulations for fighting against terrorism and the change of responsibilities in the chain.
- Technical: how to best integrate technologies such as RFID transponders for container identification and electronic seals combining the benefits of classical bolt seals with RFID capabilities.

CHINOS will support operators to exploit these challenges in the best possible way by employing innovative IT technology solutions. Processes can be optimised and accelerated tremendously by using automatic identification and condition checks with contact free reading possibilities (container RFID tags, electronic seals, optical checks) without requiring human intervention.

This combination of commercial and security issues in one approach makes CHINOS quite unique. CHINOS terminal operators are able to optimise their storage space and to enhance the integration of transport modes along inter modal logistics chains by re-designing the procedures at their interfaces. Since the full benefit from new technologies can be exploited only if the total integration of (re-engineered) business processes and IT systems will be achieved, CHINOS will put a special focus on this integration work and the demonstration at several European locations. CHINOS results are ready-to-the-market IT tools (Automatic Container Identification Unit, Damage Documentation System, Communication Controller(s), Chain Event Manager) as well as technical and organisational recommendations how to efficiently exploit these new technologies to be prepared for the actual and upcoming challenges.

References

Link to relevant website:

http://cordis.europa.eu/icadc/fetch?CALLER=FP6_PROJ&ACTION=D&DOC=41&CAT=PROJ&QUERY=01252bd7ae2e:99e9:7bbbd167&RCN=79980

TRIMOTRANS: Development of new intermodal loading units and dedicated adaptors for the trimodal transport of bulk materials in Europe

Project part-financed by the European Union (European Regional Development Fund)
Baltic Sea Region Programme 2007-2013
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Main objective of the project is the development of new intermodal loading units including devices (ISO-bulk container and Roll-off container), capable adaptors and mobile fixtures suitable for the trimodal transport of bulk and packaged goods at road, railway and inland waterways. Essential element of the project is the design and integration of innovative adaptors for lifting and shifting operations of the loading units. This will lead to an optimum on intermodal compatibility. By application of the new loading units the logistic chain can be set up without changing the loading unit throughout the whole door-to-door transport process. The transhipping procedures do not require crane technology any more and the costs will be reduced substantially. The uniformity of the special internal features as well as the compliance with the ISO-container dimensions will contribute to the harmonisation of loading units. The projects includes the development of containers, adaptors and mobile units, test and demonstration of two prototypes and dissemination and exploitation of the results. The consortium consists of ten partner with six SMEs from five countries (G, HU, CH, A,CR)

References

Link to relevant website:

http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&ACTION=D&DOC=72&CAT=PROJ&QUERY=01252bd7ae2e:99e9:7bbbd167&RCN=75807

PROMIT:
Promote innovative intermodal freight transport

PROMIT is the European Coordination Action (CA) for inter-modal freight transport initiating, facilitating and supporting the coordination and cooperation of national and European initiatives, projects, promotion centres, technology providers, research institutes and user groups related to this most complex transport form. The strategic PROMIT objective is to contribute to a faster improvement and implementation of inter-modal transport technologies and procedures and to help promoting inter-modal transport and mode shift by creating awareness on innovations, best practices and inter-modal transport opportunities for potential users as well as for politicians and for the research community.

Due to the immense size of the inter-modality domain PROMIT has chosen a matrix

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organisation, where the domain expertise is treated in four parallel clusters:

- Organisation and business models.
- Inter-modal infrastructure and equipment.
- Information and Communication Technologies.
- Operation and services.

References

Link to relevant website:

English: http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&ACTION=D&DOC=101&CAT=PROJ&QUERY=01252bd7ae2e:99e9:7bbbd167&RCN=85624

ENCOMAR: Enhanced co-operation between EU member states and associated candidate states in maritime research on transport

ENCOMAR-TRANSPORT aims to improve co-operation between the new member states, applicant countries as well as Russia, Ukraine and Turkey in the maritime fields. ENCOMAR-TRANSPORT has two general strategic objectives:

- to support the integration of the new member states, applicant countries, Russia, Ukraine and Turkey into the European Maritime Research Area, thus supporting EU policies and the formation of ERA,
- to support the goals defined in the maritime part of the Sustainable Surface Priority of the 6th Framework Programme.

To support integration, ENCOMAR-TRANSPORT will help to jointly use R&D potentials and resources. ENCOMAR-TRANSPORT will promote a culture of innovation and fertilize participation of SMEs in European research. Technically, enhanced exchange of information, technology transfer and research cooperation initiated by the project will help to meet demands of European transport policy and to the objectives of the sustainable surface transport priority. Particular focus will be on:

- Shipbuilding and -repair, including ship equipment manufacturers and maritime service providers.
- Waterborne (long-haul, short sea and inland waters) transport in Europe.
- Maritime Transport safety will especially focus on transport of dangerous goods to avoid environmental hazards in European waters, the Baltic and Mediterranean and Black Sea. Efficient transport of marine natural resources is in the focus as well.

The following activities will be undertaken:

- Creation of a Network of Maritime R&D National Contact Points.
- Inform about potentials and activities of European research in the new member states and neighbours of the EU by workshops in those countries.
- Inform research community and industry about the potential of countries not yet integrated in European research.

References

Link to relevant website:

English: http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&ACTION=D&DOC=123&CAT=PROJ&QUERY=01252bd7ae2e:99e9:7bbbd167&RCN=75827

Project part-financed by the European Union (European Regional Development Fund)
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CREAM: Customer-driven rail-freight services on a European mega-corridor based on advanced business and operating models

The CREAM Project has been designed to respond to the increasing demand for rail-based logistic systems, and the implementation of change in the European railway area, which has been initiated by the European legislation. Against the benchmarking business models of logistic service providers CREAM will design and validate advanced customer-driven business models for railway undertakings and intermodal operators.

CREAM will analyze the operational and logistic prerequisites for developing, setting up and demonstrating seamless rail freight and intermodal rail/road and rail/short sea/road services on the Trans-European mega-corridor between the Benelux countries and Turkey, including field validation.

CREAM is committed to develop business cases, which will be integrated into an innovative corridor-related freight service concept, with respect to:

- Innovative rail-based supply chains including intelligent rail and multimodal operation models.
- Quality management system.

References

Link to relevant website:

English: http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&ACTION=D&DOC=87&CAT=PROJ&QUERY=01252bd7ae2e:99e9:7bbbd167&RCN=85694

EURNEX: European rail research network of excellence (EUR²EX)

The strategic objectives of the European Rail Research Network of Excellence (EUR²EX) are:

- To integrate the fragmented European Rail Research landscape by networking together the critical mass of resources and expertise to provide European leadership and be a world class player.
- To promote the railway contribution to sustainable transport policy.
- To improve the competitiveness and economic stability of the railway sector and industry by creating a durable integrated network of excellence in rail research, technology innovation and knowledge management from the research capacities of universities and institutions, implementing knowledge from rail operators, rail industry incl. SME, with priority given to engineering interfaces and methods for product qualification in line with ERRAC's SRRA.

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References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&ACTION=D&DOC=103&CAT=PROJ&QUERY=01252bd7ae2e:99e9:7bbbd167&RCN=73953

TREND: Towards new Rail freight quality and concepts in the European Network in respect to market demand

The TREND proposal sees its responsibilities in providing two major results as an input to the EC rail transport policy. First of all, TREND gathers all necessary information to assess the general progress in the establishment of a European Railway Area. As a core product this Part A will provide an improved "Integration Index" which is composed of a set of sub-indices covering amongst others the issues of liberalization, free access, interoperability etc. Secondly, TREND seeks to recommend a coherent conception of individual actions as a "break down" of the White Paper's general framework. If these actions were implemented co-ordinately and according to a reasonable scheduling, the concept should enable to achieve a quantum leap for Trans-European rail services in quality, efficiency, and in volume, in particular. The main result of Part B is a "Tender Specification" for the envisaged Integrated Project "New Concepts for Trans-European Rail Freight Services". Involved stakeholders are not only representing all components and sides of rail freight services (various kinds of rail customers, railway undertakings, infrastructure managers, intermodal operators, consultants, university) but are partly operating as competitors as well.

References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&ACTION=D&DOC=140&CAT=PROJ&QUERY=01252bd7ae2e:99e9:7bbbd167&RCN=74689

The 7th EU Framework Programme

http://cordis.europa.eu/fp7/projects_en.html

SEVENTH FRAMEWORK PROGRAMME

The Framework Programme for Research is the European Union's main instrument for the funding of research in Europe. It is open to all public and private entities. The overall budget of the Seventh Framework Programme covering the seven-year period 2007 - 2013 is about €50 billion.
So far, 179 projects focus on transportation issues with German project partners participating in 140 of those projects. The total available budget for transportation projects accumulates to € 4160 million.
The following selection summarizes transport-related projects with German participation and relevance to the Baltic Sea Region and to TransBaltic respectively. Not all listed projects necessarily have to have TransBaltic's direct geographic focus but might offer additional insights and links to the matter of installing an integrated transport system in the Baltic Sea Region.

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Projects dealing with intermodality
http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&QZ_WEBSRCH=Intermodal&USR_SORT=EN_QVD+CHAR+DESC

Projects dealing with ports
http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&QZ_WEBSRCH=Ports&USR_SORT=EN_QVD+CHAR+DESC

Projects dealing with shipping
http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&QZ_WEBSRCH=shipping&USR_SORT=EN_QVD+CHAR+DESC

Projects dealing with rail freight
http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&QZ_WEBSRCH=rail+freight&USR_SORT=EN_QVD+CHAR+DESC

The following selection summarizes transport-related projects with German participation and relevance to the Baltic Sea Region and to TransBaltic respectively. Not all listed projects necessarily have to have TransBaltic's direct geographic focus but might offer additional insights and links to the matter of installing an integrated transport system in the Baltic Sea Region

ARIADNA:
Maritime assisted volumetric navigation system

A Volumetric Navigation System (VNS) started with great interest in new traffic navigation solutions considering certain scenarios in which all the vehicles share information in order to be part of a collaborative navigation network. In those scenarios, 3D volume dimensions are used to define the position of an associated volumetric envelope in time. In the maritime navigation the volume of the ship is the envelope of the ship after a given time. VNS is a human error avoiding tool for collision avoidance, maneuvering and navigation in low separation traffic lines and channels, crossings, port traffic and congested shallow waters.

References

Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=17&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=92482

INTEGRITY:
Intermodal global door-to-door container supply chain visibility

Major challenges facing today's international intermodal door to door container transport system are logistics efficiency and security. INTEGRITY will reconcile these challenges and link all elements of the supply chain through accurate, reliable, timely, value adding tracking and status data thus enhancing trade facilitation through the use of high quality, neutral, sophisticated equipment, including scanning equipment in ocean ports, whilst

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remaining accessible to all eligible stakeholders. INTEGRITY will develop procedures and technologies allowing for supply chain visibility, security and predictability. Based on consensus, the project partners (3PLs, cargo owners, logistics companies, research organisations, Customs Authorities, technology companies, IT developers, (inland) terminal operators) will guarantee a successful implementation in a real environment. INTEGRITY will validate targeted and verifiable benefits through real operational business and customs operations in door to door supply chains in the major trade corridor of China to the EU via the ports of Yantian, Rotterdam and Felixstowe, using all modes of transports within the EU to various destinations.

References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=18&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=90099

ENT II:
ERA-NET TRANSPORT II

ERA-NET TRANSPORT II is the follow-up project of ERA-NET TRANSPORT, which was designed to build a sustainable network of national transport research programmes in Europe. Amongst others, ERA-NET TRANSPORT II has the following objectives:

- further increase the information and knowledge base of the network and enhance cohesion among the network partners,
- develop more intensive and comprehensive cooperation actions between national research programmes with focus on joint calls and joint programmes.

References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=29&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=92017

FREIGHTVISION:
Vision and action plans for European freight transport until 2050

In the next years and decades the European Union need to act on the following global challenges: How to ensure and increase economic growth whilst also reduce environmental emissions (mainly CO2) and dependence on fossil energy, when freight transport demand (in terms of transport performance) is expected to increase by around 50% between 2000 and 2020 in the EU-25 (Project ASSESS Final Report, 2005). In addition the transport sector faces the challenges to reduce accidents and to avoid congestion and other negative impacts on the environment and population. A lot of different stakeholder groups have created their proposals to achieve sustainable freight transport. Most of them address only part of the problem or focus on only one aspect of a solution. Following this advice leads to sub optimisation and less efficient solutions. A holistic approach is needed integrating all aspects of the problem (infrastructure, vehicles, fuels, interoperability etc.) and all types of criteria in the solution (research, technologies, policies and pricing). FREIGHTVISION

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will therefore: - Develop a long-term vision and robust and adaptive action plans both for transport and technology policy for sustainable long-distance freight transport, - which are supported as much as possible by the relevant stakeholders.

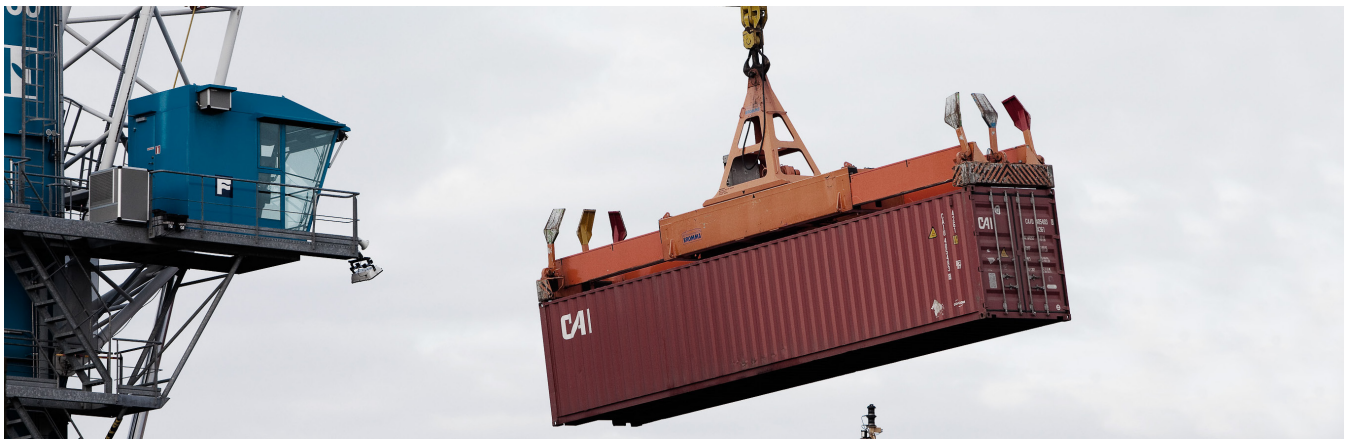
References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=55&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=90307

BE LOGIC:
Benchmarking logistics and co-modality

Efficient use of transport modes and resources requires understanding the options and alternatives and being able to make the right logistics choices. Benchmarking is an instrument which can help to answer this question. Differences in the performance of various modes within the transport sector of a given country, and between the transport systems of different countries, imply that there is a significant potential for improvement. The focus in BE LOGIC lies on applying the logistics benchmark methodology on SMEs.
Key objectives of BE LOGIC

- Improve the efficiency within and across different modes of transport.
- Support the development of a quality logistics system.
- Derived objectives and research questions:
- Develop a methodology to assess transport logistics performance in quantitative terms at different levels in Europe and globally.
- Applying the benchmark methodology to assess logistics and intermodal policies of Member States and other countries and to assess transport logistics choices and performance from shippers/LSP - and to assess transport logistics performance from transhipment points.
- Examine existing quality standards (e.g. ISO, CEN) for transport logistics.
- Consider the need for new quality standards for transport logistics.

References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=56&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=90312



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PROPS:
Promotional platform for short sea shipping and intermodality

The PROPS project builds on previous EU and national activities undertaken to promote and develop short sea shipping. In particular, PROPS aims to work closely with the Short Sea Promotion Centres (SPCs) to develop a workable and replicable methodology that will enhance their practical promotion activities in the fields of legislative, technical, and operational actions and to extend their operations to encompass inter-modal and co-modal transport.

References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=59&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=90311

RISING: RIS services for improving the integration of inland waterway transports into intermodal chains

River Information Services (RIS) are operational in European waterway corridors in a variety of sophistication levels. Their major objective is to collect and distribute river related information in order to support not only public waterways authorities, but also commercial operators in the Inland Waterway Transport (IWT) sector. The use of such information for logistics purposes is still quite under-exploited. RISING will investigate how such information can lead to useful solutions and services supporting complete transport chains involving inland waterways transport.

References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=63&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=90310

KOMODA: Co-modality - towards optimised integrated chains in freight transport logistics

KOMODA's objective is to produce a roadmap, with associated action plans, to nurture an integrated e-Logistics platform by and between modes of freight transport across Europe. Such platform must comply with a series of basic requirements: has to be based on open standards, usable by any concern, able to communicate freely between existing applications and allow the integration of legacy systems and future development.

References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=64&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=85769

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SMARTCM:
Smart container chain management

SMART_CM aims to do advanced technology implementation and research in order to overhaul the complete container door-to-door transport chain so that it is more efficient, secure, market driven, and competitive. It systematically analyses current processes and systems, produces new innovative concepts for processes and technologies, and demonstrates all these in a set of two world scale demonstrators covering four supply chain corridors. Its view, analyses, and recommendations fall in the following four areas thus ensuring a fully comprehensive coverage of the call subject:

- Innovation / Technology.
- Commercial / market issues.
- Business / organisational issues.
- Legal / Security issues.

References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=74&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=90084

MARPOS:
Maritime policy support

This proposal aims at maximizing the benefits and inputs from transport research into the maritime policy of the Commission as expressed by the current Green Paper on maritime policy and other documents and initiatives. It addresses the issue by consolidating and synthesizing the results of Maritime Transport research in the past two FPs, and by exposing and analyzing the so called transport related items of the Green Paper of the EC on maritime policy. For these elements the project will present the transport research results as produced by a number of maritime transport research projects in FP 5&6.

References
Link to relevant website:
English: http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=107&CAT=PROJ&QUERY=012534dbad29:b6ea:4ce4e560&RCN=90956

SKEMA - Sustainable Knowledge Platform for the European Maritime and Logistics Industry

Øresund Logistics has in collaboration with other network participants, intiated the project SKEMA.

SKEMA is a three year project funded by the European Commission - DGTREN under the Seventh Framework Programme. It is aimed at establishing a Sustainable Knowledge Platform for the use of stakeholders in the Maritime Transport & Logistics industry.
The SKEMA Knowledge Platform will contain a Knowledge Base that will be populated by project Studies and outputs from workshops and case studies addressing key challenges for

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the European maritime transport and logistics industry. The Studies will be constructed to facilitate improved usability and accessibility of valuable results from previous projects, studies & publications.

SKEMA will:
· Facilitate the exchange of information amongst stakeholders in the European maritime transport and logistics industry, raise awareness of relevant research, provide overview and detailed information on current technologies and best practices at European, regional and national levels;
· assist in the recognition of obstacles that hinder the implementation of European policies and in proposing and assessing solutions;
· providing base material that will help in the formulation of advice on various policy initiatives, such as legislation, (including simplification), standardisation, research, networking and co-operation between administrations.

Link:
http://www.skematransport.eu/

Supporting EU's Freight Transport Logistics Action Plan on Green Corridors Issues (SUPERGREEN)

The purpose of SuperGreen is to promote the development of European freight logistics in an environmentally friendly manner. Environmental factors play an increasing role in all transport modes, and holistic approaches are needed to identify win-win solutions. SuperGreen will evaluate a series of green corridors covering some representative regions and main transport routes throughout Europe.

The selected corridors will be benchmarked based on parameters and key performance indicators covering all aspects related to transport operations and infrastructure. Environmental issues and emissions, external-, infrastructure- and internal costs will be covered to get an overall and realistic picture. Based on this benchmarking, areas and candidates for improvement will be identified (i.e. bottlenecks). The next step will be to evaluate how green technologies may support improving the identified bottlenecks.

Among the green technologies considered may be novel propulsion systems, alternative fuels, cargo handling technologies, new terminal technologies or novel concepts relevant for the multimodal green corridors. The benchmarking issue is an iterative process. Next, a similar process needs to be accomplished taking into consideration smarter utilisation of available information in the multimodal chain (ICT-flows). An analysis will be made on how this information can be utilised to achieve greener logistics along the green corridors (e.g. e-freight, Supply Chain Management (SCM), smarter planning, scheduling and tracking & tracing).

Based on these iterative benchmarks and evaluations, new R&D within specific topics may be needed to improve the identified bottlenecks. Recommendations for future calls for

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R&D proposals will be made. Last but not least, the project will review and assess the implications of alternative policy measures for green corridors, both at the local and the European level.

Link to relevant web site:
http://cordis.europa.eu/fetch?CALLER=FP7_PROJ_EN&ACTION=D&DOC=5&CAT=PROJ&QUERY=0128ca2b2ccf:3a7e:17164e73&RCN=94473

7.

TRANSPORT-RELATED DEVELOPMENTS IN THE BARENTS REGION

- The Barents region consists of thirteen sub-regions located in four different countries. Although the Barents Region has a wealth of natural resources and a diversified economic structure, it is highly peripheral.
- The existing transport infrastructure and services are not adequate for integrating the dispersed regional structure and for sustaining and developing local and regional economies.
- National borders have resulted in separate, national transport systems operating in parallel. Almost all infrastructures have been built to link each country's northern and southern regions with its national capital.
- There is right now a strong growth in the economy in the Barents region. The investments are large in the energy, oil & gas, metallurgy, forest, tourism and fishing sector.

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7.1 Planned corridors and projects in the Barents Region

- NEW-corridor (Northern East-West Freight Corridor)

The aim of the NEW concept is now to establish a global east-west alternative or supplement to existing railway routes.

- BEAR (Barents Euro Arctic Rail)

The project's outmost aim is to establish regular freight railway traffic from Narvik to St. Petersburg and Moscow through northern Finland and Sweden.

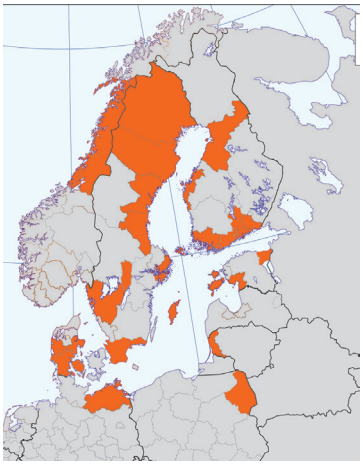
- Via Vartius Oy

The company concept of Via Vartius was developed during the STBR project and the company was founded right after the project "Development of Business environment in the Arkhangesk corridor area".

8.

Transport-related networks, initiatives, concepts and events

8.1 Baltic Ports Organisation http://www.bpoports.com



8.2 Conference of Peripheral Maritime Regions Baltic Sea Commission

http://www.balticseacommission.org

8.3 Northern Dimension Partnership on Transport and Logistics

A new initiative called the Northern Dimension Partnership on Transport and Logistics was launched in October 2009 with the aim of improving major transport connections in northern Europe. To this end a Memorandum of Understanding was signed by representatives of the European Commission, Norway, Russia, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Sweden and Belarus at a conference on the future of Trans-European transport networks in Naples.

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The Northern Dimension Partnership on Transport and Logistics aims at improving major transnational transport connections while stimulating sustainable economic growth in the region. In addition it will look at accelerating existing infrastructure projects and removing bottlenecks. One of the first steps by the partnership will be to develop an action plan identifying projects of common interest.

The permanent secretariat of the recently established Northern Dimension Partnership on Transport and Logistics, NDPTL, will be located at the Nordic Investment Bank in Helsinki as of 1 January 2011.

The eleven countries belonging to the Partnership have endorsed setting up a secretariat that will be located in NIB's Headquarters. The secretariat will provide administrative and technical support to the Partnership's steering.

Study to prepare the set up of Northern Dimension Partnership on Transport and Logistics

The purpose of this study and assignment is to support the preparatory work when setting up the Partnership on Transport and Logistics under the Northern Dimension before it starts operating in January 2010. The practical aim is taking steps in the preparation of the early deliverables that the Partnership should achieve by 2012.

The study will build on completed and on-going studies and exercises aiming at identifying bottlenecks and defining priority infrastructure projects in different neighbouring regions and countries of the European Union. The main such studies include i.a. *Analytical support framework to monitor the implementation of infrastructure and "soft" measures proposed by the High Level Group (NAXIS), Analytical support for monitoring the implementation the major transnational transport axes connecting the EU and its neighbours(ASTAN), and Harmonised European approaches for transport costing and project assessment (HEATCO).* Direct and proactive contacts will be established with the actors in the participating countries to ensure their commitment but at the same time minimising their burden during co-operation.

Objectives
The project will:

1. Provide **an updated trade and traffic analysis and forecast** with a focus on Northern Dimension region for a base year and for 2020 and 2030 horizon and produce **high quality maps** for their illustration.

2. Make recommendations on **a minimum data set** that would be needed to allow continuous and effective monitoring of the implementation of the Partnership

3. Draw up **a guidebook on a sound methodology on project evaluation and appraisal** in close co-operation with the partnership and the International Financial Institutions (IFIs)

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4. Update **the preliminary list of infrastructure** projects by working closely with the IFIs
5. Draw up and apply **a methodology to identify non-infrastructure related bottlenecks (horizontal measures)** resulting in a preliminary list of measures for removing these bottlenecks
6. Propose **a methodology with the view of drawing up a short list of projects and measures** allowing prioritization among the projects and measures
7. Organise **a series of meetings and/or conferences** at the request of the Commission services

Time horizon
The time horizon will be between the base year (2005) and the forecasts years of 2020 and 2030.

Modes and networks
The study covers the transport networks as they are defined in the latest version of TEN-T Guidelines. However, the focus will be on road and rail network.

See more information on: http://www.nordim.fi/index.html

There are apparently many interfaces between the ND study and several tasks in the TransBaltic project, and one should therefore take care to harmonise findings and results. The ND study will also touch upon some of the issues covered by the upcoming Baltic Transport Outlook.

8.4 STRING

STRING was originally an Interreg-project in south-west Baltic Sea (Hamburg/Schlesvig-Holstein, east Denmark, Scania).

STING is about cooperation (at political level) for regional development including transport, research, labour market.

Yearly Political Forum. Next conference in Malmö 7-8th of june 2010.

http://www.balticstring.net

8.5 Logistics forum

Governmental advice group. Active in developing Green corridors.

http://www.regeringen.se/sb/d/11941/a/126770

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8.6 Developing Polish – Scandanavian connections

The intention is to make an inventory of the INTEREG,FRAMEWORK and national research projects aiming at connections linking Poland with Scandinavia.
Deeper analysis will be carried out of the bottlenecks and barriers in the projects focused on train connections of the West part of Poland with Scandinavia via port of Szczecin / Swinoujscie.

The findings will be confronted with container train connections recently established:
- „Ferry Train" ex Poznan via Swinoujscie to Malmö
- „Baltic Train" ex Wroclaw via Swinoujscie to Malmö

Transport corridor:
West Poland - The Nordic Triangel

Existing Connections
- Wroclaw (PL) - Malmö (SE)
- Poznan (PL) - Malmö (SE)

Extensions under analysis
- Malmö - Stockholm (SE)
- Malmö - Oslo (NO)
-

Modal shift
- Rail/Ferry/Rail
  vs.
- Truck/Ferry/Truck

A transnational working group will be established, consisting of:
- Rail transport operators
- Ferry operators
- Sea ports operators
- Shippers

The working group will study the case study of established train connections taking into consideration the following aspects:
- Identification of good practices (the bottlenecks and obstacles surmounted during implementation of the above container train connections)
- Identification of still existing bottlenecks and barriers requiring improvements
- Drawing up the action plan of short-term and low-budget issues
- Identification of investments required as recommendations to the regional transport strategic plan
- Analysis of competitiveness of the container train connection with road alternatives

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- Analysis of possibility to enlarge connection from Malmö to Stockholm and Oslo basing on potential volumes and alternative freight calculation
- Analysis of containerised cargo flows between Scandinavia and Poland specification of container trains connections between Malmoe and Stockholm / Oslo
- Time tables
- Freight / handling rates

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9.

OBSERVATIONS AND RECOMMENDATIONS FOR FUTURE WORK

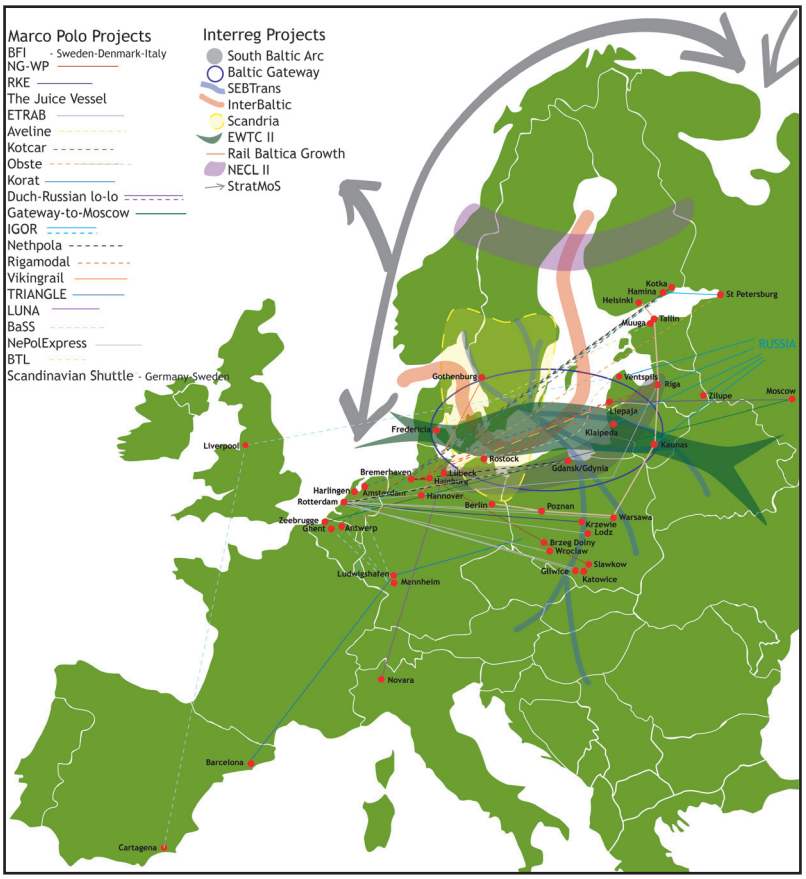
- Several Interreg projects on transport in the BSR are overlapping geographically and thematically (not surprising?). Given this, there is an obvious need to more systematically exploit the existing knowledge and networks represented by these projects

- Many Marco Polo projects are involving destinations and partners in the BSR. Many of these projects are also involving other parts of Europe. The partners of these projects are also potential cooperation partners for the TransBaltic project and could be involved in future events of the project.

- Many projects under the Research Framework Programmes are dealing with topics of interest for TransBaltic, and their partners are potentially interesting for TransBaltic.

- The TransBaltic project should systematically capitalise on the vast amount of knowledge and partners contained in various EU funded projects

- Future contributions on national transport policies and investment plans should have a clear transnational perspective



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